

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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## PRINCIPAL CONTENTS.

Overtrading and Healthy Growth.....	513
How the Railroad War Ended.....	514
Union Pacific Railroad .....	514
West Jersey Railroad .....	514
The Climax Electro-Plating Co. ....	515
Grand Trunk Railway of Canada .....	516
The Pennsylvania Railroad Company's Improvements .....	517
Railroad Earnings.....	518
Commerce of New York .....	519
Wholesale Price Current.....	521
Movements of Produce at New York .....	521
The Indestructible Material Co. ....	521
Dividend and Interest Tables.....	520, 522
Railroad Share List.....	530
Stock Exchange and Money Market.....	537

## American Railroad Journal.

New York, Saturday, April 25, 1874.

## Overtrading and Healthy Growth.

Complaint is made by the merchants that trade is dull ; sales have fallen short of former years ; competition is keen, and profits smaller than usual ; the Spring season is already half gone, and it is called a very poor trade. There have been no conspicuous failures so far ; but it is hard work to keep going. There must be failure among our merchants, or else improvement in trade. Stores are "to let" by hundreds, and offices by thousands. Even Broadway, which is usually packed to repletion, has many vacant spaces to let. Dullness reigns, both in the haunts of trade and in the real estate markets. Rents are lower, and the returns from city landed property will be light, at the same time that taxes are high.

The case stands differently, however, with those whose trade is in the necessities of life, and the transporters of field-produce. We are told that the dealers in exportable produce were never so busy ; and in like manner, the manufacturers of home staples, such as sheetings, flannels and coarse goods, boots and shoes, are doing a very fair business.

It has occurred to us that there is such a thing as overtrading. For the whole people, it would

seem, it is necessary that there should be a limit to their purchases of articles not strictly necessary. It is only by a reference to the detailed statements of the importations that we can realize what a vast quantity of trinkets, frippery, and useless stuff is purchased abroad ; and for which we as a nation, must pay in the products of labor drawn from our mines or from our fields. The imports at this port alone amount to 350 millions per annum, declared value ; and are probably to be paid for at the rate of five hundred millions, gold value, in cotton, breadstuffs, meats, or in precious metals. When we come to analyze the list of articles which we purchase we find a very large per centage of them to be either articles of luxury or indulgence, and in some cases noxious also. Champagne, brandy, silks, laces, jewelry, broadcloths, ornaments and knicknacks, all of which, if we must use them, we ought to make for ourselves, or postpone until we had paid our debts, improved our homes and sheltered our domestic animals. It is a long standing anomaly that we should be sending our raw cotton to England and the food with it, to have it spun and woven into fabrics which are brought back to us, when we have the population the water-powers, the iron and coal in our own hills ready to be put to that service.

Of the five hundred millions of imported articles brought in, New York charges (and endeavors to collect) a thousand millions to the rest of the country ; and this is thriving trade. Trade indeed may thrive at that rate ; but whenever the goods are pushed upon the country faster than the earning power of the people can pay for them, then the country is the worse for the brisk trade. This is what has happened during the past ten years. The number of firms and persons engaged in splitting up and distributing these goods has multiplied ; the ranks of manual labor have been largely drawn upon to assist in this wholesale and retail peddling of merchandize of various sorts. The country swarmed with drummers and agents with sample bags, urging the dealers to buy more. If cash sales could be made all right, but the goods must be shouldered upon somebody else, even if mere paper promises were taken as pay. The business was overdone. The country had

over-bought. We have now the reaction and it is a healthy one, besides being inevitable.

The railroads report full lines of produce moving to the usual centres of consumption, with but a very light return traffic in merchandise. The country banks are becoming creditors of the city banks, and the city banks creditors of the New York banks, or more exactly speaking their debits are less. The country is getting out of debt, to its own capitalists and also to Europe. To be effective this process should continue for some time longer. We should not liquidate one set of merchandize indebtedness by another. It is time we ceased mortgaging the best of our railroads and lands for the balance against us, which has been run up for extravagance, and over-consumption. If allowed to continue in this state we shall have a more steady and more healthy business. The over-crowded markets must return some of their numbers to productive industry. Our whole powers should be devoted to the accumulation of the actual wealth of the world, in the products of our soils, our mines, our forests, our waters ; and not so large a portion of our energies given to chasing about the world in search of something to buy in order to sell again. It is inherently a bad state of things when the wares seek the customers ; the rule should be the other way, the customers should hunt the wares—especially is this true of articles of luxury.

On the whole then we regard the cry of dull trade as not an unmixed evil. We shall all be the better for it one day. The currents and channels will be set to the altered state of things. Our country is young and blessed with an ingenious people, and unsurpassed natural facilities. It is a mistake to suppose that it can be made or unmade by a legislative enactment ; or that this bill, or that veto, can ruin it. The United States can stand a good deal of ruining of that kind and still be a pretty good country to live in.

**Olympia** (Washington Territory) advises of the 7th instant announce that work on the Olympia and Tenino Railroad commenced that day in good earnest. Citizens turned out en masse, closing up every place of business, and devoting the day to hard work on the grade.

**How the Railroad War Ended.**

THE BALTIMORE AND OHIO AND PENNSYLVANIA IN AMITY—HISTORY OF THE DIFFICULTY—TERMS OF THE ADJUSTMENT.

As was briefly indicated in the *Sun* of Wednesday, the war which has been waging between the Pennsylvania and Baltimore and Ohio Railroad Companies for four months past is now ended, the terms of adjustment, which have been amicably agreed upon, to go into effect on Monday next. The history of the causes which led to the very serious quarrel between these great companies, and the basis upon which it was finally settled, are interesting. Upon the opening of the Baltimore and Potomac road, in July last, the Pennsylvania Company, controlling the line between New York and Washington, via York, Pa., opened that route for through travel, ignoring the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio roads. This line was much longer than that via Philadelphia, and it was understood was resorted to only with a view of obtaining favorable terms through the Union tunnel, (passing through Baltimore,) and effecting satisfactory arrangements with the Philadelphia, Wilmington and Baltimore Company for a connection at Bayview, on the eastern border of this city. Upon accomplishing these results the Pennsylvania Company abandoned the York route, and then began its efforts to divert to the new route via Bayview and Union and Potomac tunnels the entire passenger business between New York, Philadelphia and Washington. This scheme was temporarily interrupted by the freshet in August, which did great damage to the Baltimore and Potomac road, but did not injure materially the old and substantial road of the Baltimore and Ohio between this city and Washington.

In September, however, the Pennsylvania Company, controlling the New York end of the route, (the road through New Jersey,) by persistent efforts managed to get into their cars nearly all the passengers South bound, and carried them through by the Baltimore and Potomac line. From Washington, however, where the old established route was better known, passengers preferred the double track road of the Baltimore and Ohio Company, and the singular feature was presented of almost the entire South bound business going via the Baltimore and Potomac, and that North bound via the Baltimore and Ohio route, obliging the roads between Baltimore and New York to haul in reverse directions many passenger cars almost empty. This continued during the autumn, with numerous embarrassments to the passengers seeking the Baltimore and Ohio road, such as requiring them to change cars at points upon the route, sending baggage to the wrong depot in Washington; but still it seemed impossible, so long as the cars of the Baltimore and Ohio Company were permitted to run upon the New Jersey road, for the Pennsylvania Company to secure the absolute control of the coveted business between New York and Washington. In view of this the Pennsylvania Company adopted a summary plan, and inflicted a blow upon its rival which it was hoped would settle the difficulty. The Baltimore and Ohio Company was accordingly notified that from and after the following day the cars of that road would not be run upon the New Jersey roads, and a few days subsequently this notice was followed by the issue of a circular to railroad companies throughout the United States that the tickets of the Baltimore and Ohio Company would not be recognized nor baggage by that road checked over the line between New York and Philadelphia.

The war was then begun in earnest. The Baltimore and Ohio Company notified the Pennsylvania Company that unless these objectionable orders were withdrawn and arrangements substituted by which the Baltimore and Ohio Company could obtain a fair share of the travel, and the contract be respected which required six months' notice before through arrangements could be abrogated, retaliatory measures would be adopted. This threat not having the desired effect the Baltimore and Ohio Company, in December last, re-

duced the rates on western through travel about one half, the theory being that as this route did comparatively little through passenger business, and the Pennsylvania Company four times as much as the Baltimore and Ohio, as a war measure the result would be to cripple the former and attract to the route of the latter company a large number of passengers from the Pennsylvania route, who could be carried at a very small additional cost. The traveling public, always anxious for low rates of transportation, seemed to have taken sides with the Baltimore and Ohio Company. The officers of that company claim that the result exceeded their expectations—the through travel having doubled—and the really excellent facilities of fine cars and first class hotels were availed of by many passengers who otherwise would not have traveled over the line, and the road became all the better and more favorably known for through travel.

The effect upon the Pennsylvania Company can only be conjectured, but as that company very soon began to make efforts to settle the controversy, it would appear to have been serious. Shortly after the commencement of hostilities Vice President Pratt, of the Philadelphia, Wilmington and Baltimore Company, Mr. S. M. Felton, and other friends of both companies endeavored to bring about a settlement, and with that object had an interview with the officers of the Baltimore and Ohio Company. At this meeting it was proposed that a correct basis would be an equitable division of the passenger business, which could only be satisfactorily effected by arranging that trains between New York and Philadelphia and Washington, be run alternately over the Baltimore and Potomac and Baltimore and Ohio routes, thus preventing any confusion with travelers, and securing to each of the rival lines about an equal amount of business. This plan was promptly acceded to by the Baltimore and Ohio Company, but declined by President Thomson, of the Pennsylvania Company. Upon this failure the war went on with renewed vigor, and negotiations were suspended until the recent visit of Vice Presidents Scott and Roberts of the Pennsylvania, and Mr. Felton, to Baltimore for conference. It is understood that at this interview the Pennsylvania Company expressed a willingness to divide the business as suggested, with the proviso, which the Baltimore and Ohio Company would not entertain, namely, that a connection be made at the crossing of the Baltimore and Potomac and Baltimore and Ohio roads near the Relay House, (Washington Branch,) and that all New York and Philadelphia trains be run through the Baltimore and Potomac tunnel, to connect with the Philadelphia, Wilmington and Baltimore Railroad, with a fair compensation for use of track and tunnels between the Relay House and Bayview, thus making the Washington Branch of the Baltimore and Ohio road terminate for through business at the point named instead of at Baltimore. When this difficulty was encountered the officers of the Pennsylvania Company stated that it would be necessary to have a further consultation with President Thomson. Upon their return to Philadelphia we learn that an invitation was extended to the officers of the Baltimore and Ohio Company to meet them in Philadelphia in what it was hoped would be a final conference.

This was declined until the Pennsylvania Company agreed that before negotiations were renewed the right of the Baltimore and Ohio Company to run its trains over the entire line between Baltimore and Washington, transferring them to the Philadelphia, Wilmington and Baltimore Railroad at President street station or Locust Point, in Baltimore, should be acknowledged, and the scheme of the Baltimore and Potomac tunnel, as applied to the business of the Baltimore and Ohio Company, abandoned. Upon this basis the Philadelphia meeting was held, and it was then determined that of the daily trains between New York and Washington, and vice versa, each company should have an equal number—that is that two should be run by the Baltimore and Ohio Company, and one through train between Phila-

delphia and Washington in both directions by each route.

After this was agreed upon some delay was experienced by discussion between the Philadelphia, Wilmington and Baltimore and the Pennsylvania Companies as to the arrangements, but these have now been adjusted.

It has been agreed that the New Jersey lines controlled by the Pennsylvania Company, and the terminal facilities in New York for passengers and freight, are extended to the Baltimore and Potomac and two by the Baltimore and Ohio Company upon exactly the same terms as are enjoyed by the Pennsylvania Company itself.

The new arrangements go into effect on Monday next, and carry with them a restoration of through passenger and freight rates between all points with which the rival companies compete for business.—*Balt. Sun, April 17.*

**Union Pacific Railroad.**

The Land Department of the Union Pacific Railroad Company reports the sales of land for the month of March, 1874, at 31,712 acres, for \$155,306, or an average price per acre of \$4 90. The total sales to March 31, 1874, have been 906,359 acres, for \$4,120,302, or an average price per acre of \$4 55. The lands belonging to the company remaining unsold, now amount to 11,173,640 acres.

Land grant bonds issued .....	\$10,400,000
Less bonds cancelled by land department .....	\$1,495,000
Less bonds cancelled by trustees .....	352,000
	1,847,000

Leaving bonds outstanding March 31, 1874 .....	\$8,553,000
Land notes on hand, March 31, 1874—principal (interest not included) .....	\$2,257,810
Cash in hands of trustees for the purchase of land grant bonds, March 31, 1874 .....	\$213,628

**West Jersey Railroad.**

The following is a comparative statement of the current receipts and disbursements of this company for the years ending December 31, 1872 and 1873:

Receipts :	1872.	1873.
From passengers .....	\$416,040 13	\$427,969 66
" freight .....	210,077 07	215,415 71
" express .....	24,137 91	25,246 19
" mails .....	13,244 30	10,765 00
" telegraph .....	1,091 45	1,018 63
" rents .....	186 28	441 04
	<hr/>	<hr/>
	\$664,777 14	\$680,856 23

Disbursements :		
Operating road .....	\$373,413 22	\$405,129 43
Leases .....	42,779 11	36,194 31
Interest .....	125,239 66	129,883 22
Taxes .....	9,084 52	10,813 91
Sea Breeze House .....	3,483 64	1,111 53
	<hr/>	<hr/>
	\$554,000 15	\$583,182 40

Net earnings .....	\$110,776 99	\$97,723 83
Add balance of previous years .....		97,219 01

Total .....	<hr/>	\$194,942 84
Dividend No. 15, at four per cent .....	\$54,388 00	
Dividend No. 16, at four per cent .....	54,390 00	
Tax on dividend No. 13 .....	1,033 29	
Balance of undividend earnings January 1, 1874 .....	<hr/>	85,131 55

Total, as above .....

Compared with the previous year, the receipts of 1873 show an increase of \$16,079 09, with an increase in expenses of \$29,182 25, making the decrease of profits, \$13,058 16. The cost of

operating the road in 1873 was 59,53 per cent of gross earnings. The President, in his report, says:

Your Directors, in presenting their "Sixteenth Annual Report," are gratified that they are able, notwithstanding the depressing influences of the past year, to exhibit a healthy increase in the receipts from every source of revenue, and satisfactory improvement in each separate department, as you will find upon examination of the reports of the heads of the same hereunto annexed.

In our last report we stated that, being compelled to vacate the building then occupied as offices by your company, a lot of ground on Federal street, in the city of Camden, had been secured and contracts were being made for the erection of a suitable building for office purposes. The building was completed about the 1st of October and immediately occupied by us, and proves to be well adapted for the business of the company, which it will accommodate for many years to come. The unoccupied portion of the building is rented to the Pennsylvania Railroad Company, which will reduce our actual rent to very little, if any, beyond the amount we formerly paid.

Your Board, through a joint committee of this Board and the Board of Directors of the Cape May and Millville Railroad Company, have effected a settlement of the claim your company held against the Cape May and Millville Railroad Company at the date of the lease of the railroad of the latter company by you, and your treasurer has received in payment of said claim certificates for one thousand and sixty shares of the capital stock of the Cape May and Millville Railroad Company, amounting at par to fifty-three thousand dollars, also four hundred bonds of a second mortgage on said railroad of \$1000 each, bearing interest at seven per cent per annum, payable semi-annually, on the first days of April and October of each year.

At a meeting of the Board of Directors, held on the thirtieth day of January, 1874, your President and Treasurer were directed to endorse upon each of said bonds the guaranty of this company for their payment.

In compliance with an order of the committee, the stock and bonds stand registered in the name of your treasurer, and cannot be disposed of except by order of the Board.

Your Board refer with pleasure to the uniform courtesy and attention to the interest of the company extended by the various employees as contributing largely to the satisfactory results of the past year.

We submit the statements hereunto annexed as a complete detail of the operations of the company for the past year.

The company had at the close of the year 18 locomotives, 47 passenger, 6 mail, 58 platform, 30 box, 2 stock, 110 four-wheel and 21 eight-wheel dump, 21 lever hand, 17 push and 3 baggage cars. Miles run by engines with passenger trains, 264,617; with freight trains, 93,963, other trains, 17,363—total, 375,942. Mileage of West Jersey engines on foreign roads, 6,220. Mileage of foreign engines on West Jersey Railroad, 4,594. Av. cost per mile run for repairs, fuel, wages, etc., 31.99 cents. Number of passengers carried, 710,435; do. carried one mile, 19,107,460. Av. number of miles traveled per passenger, 26.89. Total net receipts from passengers, \$427,969 66. Av. receipts per passenger, 60.24 cents; do. per passenger per mile, 2.23 cents. Cost per passenger, 38.62 cents. Cost per passenger per mile, 1.43 cents. Number of tons of freight carried, 130,115; do. carried one mile, 4,053,772; av. distance each ton was carried, 31.15 miles. Total net receipts \$202,995 01. Av. receipts per ton, \$1 56; do. per ton per mile, 5 cents. Av. cost per ton, 91 cents. Av. cost per ton per mile, 2.92 cents. Proportion

of current expenditures chargeable to passenger transportation, \$274,366 44; do. freight, \$118,437 15. Number of miles of road operated, 126.18, viz: West Jersey, 59.43; Cape May and Millville, 41.35; Salem, 16.58; Swedesboro, 10.80. Miles of turnouts, 14.56. Total, 142.72.

#### GENERAL BALANCE SHEET, Dec. 31, 1873.

##### West Jersey Railroad Company :

Capital stock .....	\$1,359,750 00
Loan of 1883 .....	400,000 00
Loan of 1896 .....	1,000,000 00
Loan of 1899 .....	1,000,000 00
Mortgage .....	12,000 00
Bills payable .....	59,125 00
Premium and discount .....	108,824 56
Undivided earnings .....	85,131 55
Profit and loss .....	65,314 40
	\$4,090,145 51

##### Cape May and Millville Railroad :

Capital stock .....	\$500,000 00
Bonded indebtedness .....	400,000 00
Indebtedness to West Jersey Railroad Co... .	79,282 49
	979,282 49

##### Salem Railroad :

Capital stock .....	\$180,550 00
Bonded loan .....	100,000 00
Indebtedness to West Jersey Railroad Co... .	1,396 58
	281,946 58

##### Swedesboro Railroad :

Capital stock .....	\$98,350 00
Bonded loan .....	200,000 00
Indebtedness to West Jersey Railroad Co... .	2,560 45
	295,910 45

	\$5,647,285 03
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Cost of West Jersey Railroad .....	\$2,366,885 11
Cost of Cape May and Millville R.R. ....	941,457 51
Cost of Salem Railroad .....	279,717 01
Cost of Swedesboro Railroad .....	290,206 24
Stock of Cape May and Millville R.R. ....	403,000 00
Stock of Salem Railroad Company .....	70,000 00
Stock of Stockton H. & I. Co. (preferred) .....	114,750 00
Stock of Stockton H. & I. Co. (common) .....	40,000 00
Stock of West Jersey Express Co... .	5,000 00
Stock of Cape Island Turnpike Co... .	3,050 00
Stock of Camden Democrat .....	110 00
Bonds of Cape May and Millville R. R. Co....	400,000 00
Bonds of Cape May City .....	27,400 00
Bonds of Congress Hall .....	25,000 00
Mortgages .....	9,600 00
Advances to Stockton H. & I. Co. ....	332,248 75
Advances to West Jersey Express Co. ....	1,456 43
Cape May and Millville R.R. (capital account) .....	79,282 49
Swedesboro Railroad (capital acc't) .....	2,560 45
Salem Railroad (capital account) .....	1,396 58
Bills receivable .....	11,675 98
Delaware land .....	2,431 76
Sinking fund .....	93,750 00
Profit and loss Cape May & M. R.R. ....	37,824 95
Profit and loss Swedesboro Railroad .....	5,704 21
Profit and loss Salem Railroad .....	2,229 57
Balance .....	100,547 96

\$5,647,285 96

##### President.—T. JONES YORKE.

Directors.—Thomas Jones Yorke, Samuel A. Whitney, Horatio J. Mulford, Charles E. Elmer, Coleman F. Leaming, Lewis Mulford, John M. Moore, Strickland Kneass, Josiah Bacon, George B. Roberts, Samuel T. Bodine, George Wood, Thomas H. Dudley.

##### Secretary & Treasurer.—GEORGE J. ROBBINS.

##### Superintendent.—WILLIAM J. SEWELL.

##### Engineer.—WILLIAM N. BANNARD.

#### The Climax Electro-Plating Company.

This company, which has been carrying on business for some years in this city, has recently been wholly reorganized, and their place of business removed from the old, well-known stand in Vesey street to their new and more commodious quarters, No. 25 Beekman street, the entire second and third floors of which building are being rapidly fitted up by carpenters, machinists, &c., to accommodate their largely increasing business, which has entirely outgrown their old quarters.

The company propose, as heretofore, to carry on the work of bronzing, lacquering, dipping, copper, nickel, silver and gold plating, burnishing, replating, &c., and will also make a specialty of the manufacture and plating of ladies' dress ornaments. All kinds of metal articles, such as clocks, medals, gas fixtures, skates, chandeliers, water urns, and similar household articles will be treated by this company in a most superior manner by Wilder's new secret process, which is used by this company only. Articles plated by this process are cheaper, handsomer, and more durable than those treated by any other processes now in vogue; and certain it is, Mr. Wilder's process is far superior in finish to anything we have ever before seen. Some specimens of nickel plating recently shown us, so closely resembled silverware that we at first thought the proprietor was mistaken in saying it was only the ordinary nickel-plating, improved by this company. They will also pay particular attention to the replating and polishing of all kinds of ladies' metal ornaments, such as buckles, clasps, &c., which may have become tarnished by time and usage, and we predict for them a lively business in this line alone.

Mr. W. J. Wilder, the inventor of the above named important process, has the sole superintendence of the chemical and mechanical departments, No. 25 Beekman street, while A. W. Ladd, Esq., as Managing Director, has general charge of the company's affairs at their office, No. 5 Dey street.

An adjourned meeting of the stockholders of the New York and New England Railroad Company was held at the office of the trustees of the Boston, Hartford and Erie Company on the 21st. President Hart presided. The committee appointed to confer with the trustees in possession made a partial report, and asked for further time, which was granted. The committee recommend the passage of a vote authorizing them to negotiate for a loan to pay the debt of the trustees, the receiver's certificates of indebtedness, and the amount contributed by certain of the bondholders, the amount of the loan not to exceed \$800,000. The vote was passed and the meeting adjourned to the 5th of May.

Mr. A. S. Hewitt has been appointed Receiver of the Montclair Railroad. The foreclosure sale of the second mortgage bondholders will not now take place, as Chancellor Runyon has decided that the sale of the road by the former Receiver to Wm. A. Guest was invalid.

The Keystone Bridge Company, having completed the iron work on the bridge crossing the Mississippi at St. Louis, two weeks inside the contract time, receive a bonus of a thousand dollars per day till the time expires.

**Baltimore, Philadelphia and New York R.R.**

The Legislature passed a bill consolidating under one charter certain railroad companies, two of which were the Maryland and Pennsylvania, and State Line and Juniata, which are hereafter to bear the name of the Baltimore, Philadelphia and New York Railroad. Work has been going on upon the line of the Maryland and Pennsylvania road near Towson town for some time past. The consolidated company only desired the privilege of running their railroad and telegraph lines through this State. This has been granted them coupled with certain conditions intended to protect individual rights. Strenuous efforts were made against the passage of the bill by the friends of other corporations, with whose interests the new line was supposed to conflict; but by the exertions of the Hartford delegation the bill finally passed. We have the gratifying assurance, from those in a position to know, that now the road will certainly be built. A large amount of capital, it is stated, is ready for investment in it, and the most liberal encouragement should be given by Hartford and Baltimore counties.—*Belair, Md., Int.*

**Grand Trunk Railway of Canada.****REPORT OF THE DIRECTORS FOR THE HALF YEAR  
ENDING DEC., 31, 1873.**

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines have been ..... £1,061,197

Deduct—

The ordinary working expenses (being at the rate of 65.77 per cent, against 64.95 of the corresponding half of last year) ..... £697,920

The renewals, &c., of the permanent way and works in the half year debited to revenue ..... 165,177

863,106

Leaving an available balance earned in the half year of ..... £198,091

Deduct loss on American currency ..... 24,593

£173,498

To this sum of £173,498 has to be added the balance from the net revenue account of last half-year of ..... 1,610

£175,108

Making a total balance of ..... £158,991  
From this, however, has to be deducted the amount of postal military revenue due for the half-year to the postal bondholders of ..... 16,117

16,117

Leaving a balance of ..... £158,991

Applicable for the following payments, viz :

Interest on hired cars ..... £10,007

Interest &c., paid on lands ..... 2,217

Interest on mortgage to Bank of Upper Canada ..... 4,424

Interest on temporary loans, bankers' balances, promissory notes, European exchange, &c. .... 1,155

Interest on British American Land Company's debentures ..... 617

Interest on Montreal Seminary debentures ..... 616

Interest on Island Pond debentures ..... 2,700

Half-yearly instalment on Portland sinking fund ..... 2,568

Atlantic and St. Lawrence lease (in full). ..... 48,615

Detroit line lease (in full). ..... 11,250

Montreal and Champlain bond interest. ..... 12,081

Buffalo and Lake Huron rent. ..... 32,500

1st equipment bond interest. ..... 15,000

2d equipment bond interest. ..... 15,000

Balance carried forward ..... 241

£158,991

Of the sum of £200,000 appropriated out of the proceeds of the new issue of ordinary stock towards the payment of dividends, the sum of £80,454 was reserved in trust to meet the dividend on

the first preference stock, payable on 1st March, which has been paid.

Comparing this half year with the corresponding period of 1872, the gross receipts show an increase of £94,518, or 9.77 per cent. There was an increase in the passenger receipts of £22,890, or 6.45 per cent, and in the freight receipts of £71,685, or 11.78 per cent. The total number of passengers carried was 1,073,204 against 984,525; and the quantity of freight was 836,012 against 797,935 tons. The average receipt per passenger was 6s. 4d. against 6s. 6d., and per ton of freight 16s. 3d. against 15s. 4d. The increase in the freight department of 38,077 tons and £71,685 receipts shows an average of 43s. 4d. per ton against the general average of 16s. 3d. per ton, establishing conclusively that the increase in this branch of business has been in the "through" or long distance traffic. The following is the usual comparative statement:

	Average per Passengers, passenger.	Average Freight, per ton.
Half-year. Nos.	s. d.	Tons. s. d.
1873, Dec. 1,073,264	6 4	836,012 16 3
" June. 761,741	6 9	772,572 15 8
1872, Dec. 984,525	6 6	797,935 15 4
" June. 783,748	6 5	737,361 16 3
1871, Dec. 961,432	6 1	789,231 15 5
" June. 764,376	6 0	666,092 15 5
1870, Dec. 937,897	5 11	691,301 14 0
" June. 700,334	6 5	612,959 14 6
1869, Dec. 892,697	6 3	611,809 15 7
" June. 655,850	6 9	520,881 16 0
1868, Dec. 804,815	6 9	557,157 16 3
" June. 619,298	6 8	505,987 16 1
1867, Dec. 794,213	6 10	527,227 14 4
" June. 623,227	6 8	489,647 15 1
1866, Dec. 792,487	7 2	523,685 15 5
" June. 688,708	7 0	497,292 15 4
1865, Dec. 784,346	7 2	523,830 15 5
" June. 596,571	6 3	477,837 16 11
1864, Dec. 722,446	6 6	443,930 16 1
" June. 523,284	6 0	430,034 16 3
1863, Dec. 529,733	6 5	372,984 15 1
" June. 395,056	6 0	339,484 17 3

The operation of changing the gauge in the middle of the half-year seriously affected the traffic receipts for two weeks, and during the fortnight there was a decrease of about £26,000. The monetary panic which occurred in the United States in September disastrously affected the whole commerce of America. The increase from the completion of the change of gauge to the close of the half-year has been 33,800 tons, and £79,135. Up to the beginning of September the rates for freight were maintained at about the same figures as in 1872, but almost immediately after the panic they fell. The expenses for the half-year amounted, including the renewals as charged in the ordinary revenue accounts, to £863,106, or 81.33 per cent of the gross receipts; as against £793,293, or 82.07 per cent for the corresponding six months of 1872. Excluding the renewals, the ordinary working expenses were 65.77 per cent against 64.95 per cent. There was a total increase of expenditure for the half-year of £69,813—at the rate of 8.80 per cent against an increase of 9.77 per cent in the receipts. This additional expenditure was almost entirely due to the greater amount of work done, the increased cost of fuel and other materials used in the working of the railway, and to the continuation of a higher rate of wages than existed in 1872.

The number of miles of permanent way relaid during the year was 261, of which 230½ were laid with steel, showing an increase in the number of miles relaid with steel of 48, as compared with the year 1872, when 236 miles of permanent way were relaid, of which 182½ were laid with steel. The total length of steel rails laid up to 31st December last was 526½ miles. The charges for maintenance and renewals in the past half-year were, for maintenance £74,059, and for renewals £297,917. In the previous half-year these were for maintenance £74,833, and for renewals £77,055; making a total charge for 1873 of £523,862, of which £13,856 was charged in the June half

year to a supplementary account, and £132,739 has been charged in the past half year to capital account; leaving the charge against the gross revenue for 1873 £377,769. Of this sum of £377,769 charged against revenue for 1873, the cost of more than 17,000 tons of rails, mostly steel, is included. It will be remembered that the act of last session directs that 32,000 tons of steel rails shall be provided out of the new capital to be raised. In 1873 about 8,800 tons of this quantity have been supplied, at the cost of £132,739, which is charged to capital account in the accounts for the past half year. This leaves about 23,000 tons still to be provided, which it is proposed to do in 1874 and 1875 in such quantities, within certain limits, as the actual necessities of the line may require. It is intended in the accounts for 1874 to include all charges in this department under the head of maintenance of way, excepting only the cost of the steel rails to be provided and charged to capital in 1874 and 1875. The separate charge under the head of renewals of way will therefore from the end of 1873 be entirely given up. The total train miles run were 3,795,848 against 3,474,208, showing an increase of 321,640 miles. The cost per train mile in the locomotive department was 34.51 cents against 32.41 cents.

The narrow gauge engines supplied to replace the broad gauge engines on the line west of Montreal are of the most modern and improved as well as of an uniform pattern, and they are found to have an increased capacity of at least 25 per cent over those which they have replaced. As the whole number of the new engines was only supplied towards the close of the last half year, which has been exceptionally high in respect of the cost of wages, and materials, their effect upon the reduction of expenditure can hardly be estimated; but although only running for the lesser portion of the half year, the result has been to increase the average loads of freight trains for the whole half year by 7 per cent. This cannot fail to have an effect upon the expenditure, both in this and the traffic department during the present year, as an increase in the train loads means a proportionately larger business done for the same haulage and handling. During the last year 12 narrow gauge engines have been built at the cost of revenue to replace the same number of old engines broken up as against 10 in 1872.

The cost of fuel has been greater than in any previous half year, arising partly from the larger quantity used, but still more to the enhanced price of coal and wood. The continued rise in the price of wood caused by the greater consumption of it throughout the country, and the gradual clearing away of the forests contiguous to the line, forced upon the company the necessity of looking to coal as a substitute, at any rate in the central district of the line, where wood had risen to the highest price, and accordingly the new engines built in connection with the narrowing of the gauge have been adapted for burning coal.

A very important proposition has, however, been made, which it is highly probable will be carried out. It is to obtain a supply of coal for the western portion of the line from the Alleghany Valley, about 200 miles from Buffalo by railway, via the International bridge. If this arrangement is carried out, the price paid for a considerable portion of the coal supply would be decreased from 15 to 20 per cent, and, as it could be obtained in winter as readily as in summer, the necessity for absorbing capital in the storing so large a quantity as at present, would not exist.

The traffic expenses for the half year amounted to £224,338 against £200,423 in 1872, or an increase of £23,915. In 1874 this department will receive considerable relief from the reductions which have taken place in the cost of labor and materials, and from the greater capacity of the new engines requiring much less labor in proportion to the quantity of freight hauled, so that it is not unreasonable to anticipate a lower percentage of expenses than in the past year. The most complete results from this cause will, however, not be produced until the gauge of the line

east of Montreal has been changed. The item of rent of rolling stock has been increased by a sum about equal to the decrease in the tolls paid to other companies.

The total addition to capital during the six months is £1,014,884. The principal items of expenditure are: £771,132, which includes the cost of narrowing the gauge west of Montreal, providing 150 new engines, 800 new cars, and 2,500 new car trucks, and converting 64 broad gauge engines to the 4 feet 8½ inch gauge, and £132,739 which is the cost of the steel rails charged to capital for the year 1873. The remaining expenditures consists of various items, the details of which are fully given in the accounts, less a further issue of share capital received from the Atlantic and St. Lawrence Railway in repayment of capital expended on that company's undertaking. The balance of capital unexpended to 31st December last was £720,017, which consists of the calls then remaining to be paid on the recent issue of new ordinary stock, the value of old materials not yet disposed of, and the unsold securities, less the amounts owing by the company in connection with the capital expenditure. The principal portion of this amount is not available until the calls have been paid and the value of the old materials realised. There is also still unissued the balance of £2,500,000 out of the authorized issue of £10,000,000 of new ordinary stock, the proceeds of which will be available after the 1st January.

During 1874 and 1875 about 23,000 tons of steel rails have to be provided at the cost of capital, which, with certain absolutely necessary capital expenditure, will absorb a considerable portion of the unexpended balance at 31st December last.

To meet the wishes of many of the shareholders the directors have agreed to receive payment in full of the remaining calls of new ordinary stock, allowing discount at the rate of 5 per cent per annum.

A considerable number of cars still running upon the line are not the property of the company, but are hired from various companies, and it is thought that the time has come when an effort should be made to purchase these cars, and eventually to endeavour to consolidate all other charges, including the Buffalo Bridge bonds and stock, ranking before the first preference stock, into a single pre-preference or debenture stock.

The following is list of the hired cars at the 31st December, 1873, viz:—National Car Company's, 500; North American Car Company's, 300; Canada Rolling Stock Company's, 1,000; Canada Railway Equipment Company's, 500; Berlin Falls and Norton Mills Company's, 50; C. S. Clarke's, 40; Schweikopps, 12; making a total of 2,402 cars.

The cost payable out of working charges to these rolling stock companies for the above cars and for the rental of certain stations amounts to £40,000 per annum, and, as the mileage run by a large portion of these cars in 1873 was materially reduced by the loss of time involved in break of gauge at Stratford, and by the process of conversion itself, the mileage of the same cars running for 1874 will henceforth be larger and the cost to the railway company will be therefore greater.

The par value of the capital loaned by the rolling stock companies amounts to about £400,000. The whole of this £400,000 can be liquidated at early dates, and if replaced by capital issued at 6 per cent, there would be a saving in working charges to the railway of £16,000 annually.

The junction of the Erie Railway with the Buffalo Bridge is expected at an early date in the spring, after the season is sufficiently mild for grading and completing the connection.

The Canada Southern is practically unprovided with rolling stock for its through as well as local traffic, and does not therefore contribute to the tolls of the bridge to anything like the extent which it will do. It is believed that the saving of mileage, time and cost to the Great Western of Canada in exchanging their business with the Erie, at Buffalo, will make it the interest of the

Great Western to pass all their Erie business over the International Bridge, instead of the Suspension Bridge as at present.

The latest advices of the foreign tolls taken in connection with the bridge show an average for six weeks of £1,376, or £282, per week, or at the rate of nearly £15,000 a year. With the completion of connection with the Erie, and with a more adequate equipment of the Canada Southern, the foreign tolls over the Buffalo Bridge must be largely augmented; but even at their present figures there would be, including the Grand Trunk annual contribution, in liquidation of Bridge capital of £5,000, out of working cost, fully £20,000 annually available for dividends, were the bridge capital liquidated by the substitution of 5 per cent debenture stock issued at the low figure of 80, which could either be effected by degrees as the foreign tolls accrue or at once by agreement with the Bridge bond and Shareholder.

Taking the above two items of annual saving in the substitution of capital raised at 6 per cent for the present capital invested in the rolling stock agreements and in the International Bridge, there is a total annual sum of £36,000, and to this must be added all additions to the foreign tolls received on the Buffalo Bridge, the whole of which tolls will be released for Grand Trunk revenue purposes.

To effect this object, amongst others, the directors seek to take powers in a bill now before the Dominion Parliament for the issue of a perpetual debenture stock at 5 per cent for the voluntary consolidation, liquidation or purchase of the rolling stock and bridge capitals, as well as of all the pre-preferential Grand Trunk capital, bonds, mortgages, liabilities, leased lines and rentals existing over the first preference stock of the company. Such perpetual 5 per cent debenture stock as issued to take the place of each description of pre-preference capital, as and when liquidated or purchased, and to retain all the rights and privileges that attached to such capital. The whole existing pre-preferences over the first preference stock, including the car and bridge capitals, may, it is calculated, in course of time be redeemed by the issue of £6,750,000 of 5 per cent debenture stock at an average of £90 per £100. In the first instance it may be necessary to accept a lower price than £30, but with the payment of cash dividends on the preference stocks, the value of a 5 per cent debenture stock, covering and mortgaging the entire *corpus* of the undertaking and its rolling stock and equipment, will rapidly appreciate and approach to par as cash dividends are paid on our preference stocks. The directors propose to add to this £6,750,000 £1,250,000, making a total of £8,000,000 5 per cent debenture stock. This £1,250,000 to be available for the general purposes of the company, and for the current year of 1874 not to be issued beyond an amount which shall represent, in the amount of interest payable, the actual annual saving of £36,000 to be realised by the liquidation of the car and bridge capitals. The bill is made subject to the following clause:

"This act shall not take effect unless and until submitted to a special general meeting of the company and accepted by a vote of two-thirds of the persons present or represented by proxy entitled to vote."

At the special general meeting to be called under this clause—probably in the month of May—detailed calculations and estimates will be laid before the proprietors in reference to the above, showing the purposes for which further expenditure is required for the current year and for 1875.

The directors have just received the results of the first five weeks' working of the current half year, that is, from the 1st of January to the 7th of February, and they have the satisfaction of stating that they show so important a reduction in the working expenses that the net revenue in that period has been increased by \$129,000, or an average increased profit of about £5,000 per week.

The directors who retire by rotation are

Mr. Newmarch, Mr. Gillespie, and Mr. Brydes. Mr. Newmarch and Mr. Gillespie offer themselves for re-election. Mr. Brydes has telegraphed to the board his resignation of the office of managing director, which the board have accepted with deep regret, remembering his long, arduous and devoted services to the company in times of extraordinary difficulty and danger. For the present it is not the wish or intention of the board to fill up the vacancies in the direction caused by the death of Mr. Thomas Baring and the resignation of Mr. Brydes. Two vacancies have occurred amongst the auditors by the acceptance by Mr. Newmarch of a seat at the board, and the retirement of Mr. Grant, though the latter gentleman has very kindly, at the request of the directors, audited the accounts for the past half year. Mr. Albert Creak has signified his intention of seeking election to one of the vacancies, and, as was explained to the proprietors at the meeting in January last, the directors purpose, looking at the fact that the greater portion of the expenditure is in Canada, to suggest to the proprietors the advisability of filling up the remaining vacancy by the appointment of an additional auditor in Canada, and they accordingly submit the name of Mr. Ramsay, agent for the Standard Life Assurance Company, Montreal, who is duly qualified, and, in the judgment of the directors, in all respects a fitting and responsible candidate for the office. By order,

RICHARD POTTER, President.

#### The Pennsylvania Railroad Company's Improvements.

The elevator at Washington street wharf, on which extensive additions and repairs have just been made, is now ready for operation with increased facilities. Like all improvements made by the Pennsylvania Railroad Company these are of the most substantial character. The contract had been awarded to Messrs. I. P. Morris & Co., who with their usual skill and exactness in performing what they undertake, have not failed to give satisfaction.

The scales, a very important adjunct on all elevators, the greatest durability and accuracy being required of them, were made at the Philadelphia Scale and Testing Machine Works, Ninth near Fairmount Avenue.

The proprietors of these works, the Messrs. RIEHLE Bros., have made rapid strides in bringing the manufacture of scales and testing machines to a perfection not hitherto attained by the oldest and most experienced houses in this country or Europe. They hold very valuable patents, and we learn they have lately applied for three more of a very important character. They are very particular in sealing their scales up to government standard, and that together with their careful construction on the most approved principles, will insure the correct and reliable weighing of the immense quantities of grain shipped from this point.—Philadelphia North American, April 6.

 The Uniontown and West Virginia Railroad was sold at Sheriff's sale on the 4th of March to John Snyder, the contractor, to whom the company was indebted in about \$40,000. A new corporation, entitled the "Uniontown and West Virginia Railroad Company," was organized on the 8th instant, who propose to complete the road at an early day.

 The coal tonnage of the Chesapeake and Ohio Canal for the month of March, 1874, was 6,140, against 5,685 in March, 1873, an increase of 455 tons. The accrued revenue in March, 1874, was \$8,751 52, against \$6,438 94 in March, 1873, an increase of \$2,312 58. The expenses in March, 1874, were \$21,900 81.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867.	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869.	212,604	218,982	201,308	485,048	558,270	556,080	532,657	511,854	609,788	579,642	535,386	467,659	5,670,882
1870.	413,104	394,176	488,332	623,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,558	9,467,072
1872.	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,264,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.	852,360	694,015	933,778	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,933,969
1874.	848,558	794,000	867,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869.	345,182	315,099	388,727	328,390	345,823	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.	281,109	316,037	342,807	348,039	408,688	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.	355,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,277	455,607	377,687	5,278,910
1872.	371,708	332,902	373,217	379,879	409,264	419,196	488,852	559,882	497,201	540,756	431,315	352,04	5,156,326
1873.	347,372	396,307	420,883	400,472	430,184	475,819	540,342	556,708	560,558	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863.	275,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,373	565,400	6,114,566
1864.	541,005	482,164	499,296	486,358	555,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.	525,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1866.	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1867.	724,890	807,478	850,192	1,044,597	1,211,150	1,180,923	1,076,674	1,251,040	1,507,479	1,570,067	1,107,084	1,001,987	13,384,711
1868.	892,093	830,287	1,142,166	1,12,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	1,045,708	13,355,467
1869.	706,025	753,782	858,359	929,077	1,177,597	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	734,494	12,203,408
1870.	656,428	602,482	774,934	876,641	1,094,101	952,899	851,846	869,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1871.	774,856	714,122	846,394	900,378	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,730	12,272,645
1872.	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,461,827	1,039,306	1,019,507	13,816,465
1873.	906,490	903,021	1,039,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Clin. and Indianapolis:													
1869.	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,005,905
1870.	203,069	226,897	244,182	248,048	260,169	274,031	249,355	319,012	317,887	339,629	319,573	284,156	3,273,719
1871.	270,204	273,751	315,149	295,460	281,491	288,775	314,850	306,759	374,071	338,723	340,626	317,773	3,765,343
1872.	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	339,830	358,743	4,422,625
1873.	358,612	408,849	465,517	432,928	394,488	340,675	351,576	426,283	432,139	406,922	311,835	304,612	4,634,533
1874.	363,053	276,699	318,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871.	1,055,469	971,103	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,483,454	1,417,211	17,398,327
1872.	1,532,984	1,294,076	1,460,174	1,48,813	1,775,324	1,463,981	1,550,023	1,526,243	1,643,494	1,743,752	1,704,374	1,392,615	18,694,096
1873.	1,526,505	1,329,422	1,615,382	1,541,958	1,754,821	1,717,503	1,685,834	1,774,570	1,918,217	1,882,421	1,560,023	1,625,129	19,631,781
Illinoian Central:													
1868.	587,443	536,165	444,443	518,800	572,551	626,220	549,714	794,325	859,907	931,530	685,401	681,041	7,817,920
1869.	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,101	914,406	814,413	696,677	8,823,412
1870.	625,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.	624,744	587,617	563,593	620,223	713,162	718,722	709,982	856,041	850,287	753,184	755,430	688,131	8,401,142
1872.	637,436	531,627	575,393	559,871	648,954	659,363	609,846	783,255	744,782	811,693	696,475	698,065	8,026,754
1873.	602,241	597,429	660,759	558,912	635,459	742,600	648,840	769,748	884,485	797,121	636,039	703,692	8,263,325
1874.	611,491	538,668	567,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.	123,673	152,264	267,411	303,915	306,944	266,036	282,723	332,555	365,446	387,999	303,305	210,197	3,821,518
1872.	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,408	449,418	314,513	223,240	3,063,183
1873.	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	332,755	392,510	265,217	201,452	.....
Lake Shore and Michigan Southern:													
1871.	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,205,369	1,308,948	1,402,597	1,245,316	1,235,285	14,797,975
1872.	1,339,389	1,294,710	1,494,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.	1,412,368	1,549,85	1,735,736	1,694,543	1,680,908	1,585,369	1,451,702	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.	1,510,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871.	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,498	172,567	169,820	1,690,714
1872.	152,577	142,408	150,784	146,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873.	109,843	161,132	178,009	187,439	193,148	194,757	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874.	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.	384,120	320,636	386,527	411,814	405,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.	337,992	329,128	384,431	412,030	404,283	363,187	326,891	378,880	457,990	511,447	453,873	387,827	4,755,958
1871.	418,755	442,665	486,980	470,703	480,647	427,096	422,015	529,890	628,660	582,802	574,734	507,050	5,940,102
1872.	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	457,603	464,163	5,808,117
1873.	373,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869.	454,500	320,400	420,551	460,288	520,844	286,825	260,529	293,344	283,833	484,209	450,203	329,808	271,207
1870.	202,447	250,617	294,874	289,550	283,221	260,449	313,228	343,195	353,677	341,373	3		

**Commerce of New York.**

The foreign imports at New York for the month of March, 1873 and 1874, are officially stated as follows :

1873.	1874.
Entered for consumpt'n. \$18,625,391	\$18,498,458
Do. for warehousing.... 12,697,010	11,761,814
Free goods..... 11,303,532	12,188,280
Specie and bullion..... 814,688	150,894

Total entered at port.... \$43,440,621	\$42,599,446
Withdrawn fr. wareh'use 12,192,307	10,252,756

The foreign imports at New York for three months from January 1, were :

1873.	1874.
Entered for consumpt'n. \$56,606,864	\$48,551,161
Do. for warehousing... 33,916,586	28,812,432
Free goods..... 28,518,799	29,918,478
Specie and bullion..... 1,062,580	1,072,692

Total entered at port.... \$120,104,829	\$108,349,763
Withdrawn fr. wareh'ise. 32,821,897	30,864,040

The foreign imports at New York for nine months ending March 31, were :

1873.	1874.
Six months..... \$199,326,050	\$177,517,854
January..... 37,803,691	30,310,679
February..... 38,860,517	35,429,638
March..... 43,440,621	42,599,446

Total for 9 months.... \$319,430,879	\$285,867,617
Deduct specie..... 5,879,210	16,886,598

Total mdse..... \$313,551,669	\$268,981,019
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The duties received at New York for nine months from July 1, were :

1873.	1874.
Six months..... \$64,393,092	93
January..... 10,763,626	44
February..... 12,893,637	89
March..... 12,101,274	64

Nine months.... \$100,151,631	90
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The exports from New York to foreign ports in the month of March, were :

1873.	1874.
Domestic produce.... \$21,045,792	\$22,099,528
Foreign free goods.... 331,644	191,435
Do. dutiable..... 604,773	618,255
Specie and bullion.... 3,570,432	2,537,822

Total exports.... \$25,552,641	\$25,447,040
Do. exclusive of specie. 21,982,209	22,909,218

The exports from New York to foreign ports for three months from January 1, were :

1873.	1874.
Domestic produce.... \$60,900,238	\$64,835,662
Foreign free goods.... 728,844	508,718
Do. dutiable..... 1,542,679	1,746,092
Specie and bullion.... 14,368,865	8,179,192

Total exports.... \$77,540,616	\$75,269,659
Do. exclusive of specie.. 63,171,761	67,090,467

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were :

1873.	1874.
Six months.... \$130,400,814	\$160,757,524
January..... 20,050,550	23,455,638
February..... 21,139,002	20,725,611
March..... 21,982,209	22,909,218

Total produce.... \$193,572,575	\$227,817,991
Add specie..... 49,213,008	29,019,569

Total exports.... \$242,785,583	\$256,867,560
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The meeting of the friends of the extension of the Chesapeake and Ohio Canal to the Ohio River, which was to have been held on the 21st instant in Washington, has been postponed until May 13.

A trial of a fireless locomotive, made at the Grant Locomotive Works, Paterson, N. J., has proved an entire success. The boiler of this locomotive is charged with highly heated water before starting, from which steam sufficient is generated to move the engine without the use of fuel. On the trial referred to, with water heated to a pressure of 150 pounds to the square inch, the engine ran with an ordinary street passenger car, loaded, a distance of seven miles.

**RIEHLE BROS.,**  
650 North Ninth St., Philadelphia,  
New York Store, 93 Liberty Street,  
Pittsburg Store, 56 Wood Street.  
LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track Scale acknowledged the BEST.  
MAKERS of the NEW TESTING MACHINE.

## RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

**S. W. HOPKINS & CO.,**  
57 Broadway, New York

## RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality AMERICAN or Welsh Rails, and of any required weight and pattern  
**PERKINS LIVINGSTON & POST,**  
31 New St., cor. of Exchange Place,  
NEW YORK.

**RAILROAD IRON.**  
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

**M. K. JESUP & COMPANY,**  
59 Liberty St., New York.

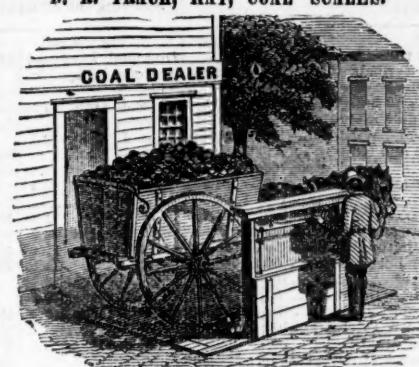
**Duncan, Sherman & Co.,**  
BANKERS,  
No. 11 Nassau Street,  
NEW YORK.

Issue CIRCULAR NOTES and LETTERS OF CREDIT for TRAVELERS IN EUROPE, and available in all the principal cities; also for use in the United States, West Indies, &c. Also TELEGRAPHIC TRANSFERS to LONDON, PARIS and CALIFORNIA.

Accounts of Country BANKS and BANKERS received on favorable terms.

## FAIRBANKS' SCALES

R. R. TRACK, HAY, COAL SCALES.



### SCALES

For Rolling Mills, Furnaces, Foundries, Miners' Use.

### SCALES

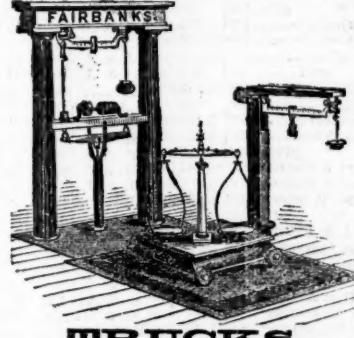
For Stores, Mills and Wharves.

### SCALES

For Elevators and Grain Warehouses.

### SCALES

For Farmers, Butchers, Druggists, &c., &c.



### TRUCKS.

Miles' Alarm Cash Drawers, &c.

BUY ONLY THE GENUINE

## FAIRBANKS' STANDARD SCALES.

MANUFACTURERS,

**E. & T. Fairbanks & Co.,**  
ST. JOHNSBURY, VT.

Principal Scale Warehouses.

FAIRBANKS & CO., 311 Broadway, New York.

FAIRBANKS & CO., 166 Baltimore St., Baltimore, Md.

FAIRBANKS & CO., 53 Camp Street, New Orleans.

FAIRBANKS & CO., 93 Main Street, Buffalo, N. Y.

FAIRBANKS & CO., 338 Broadway, Albany, N. Y.

FAIRBANKS & CO., 408 St. Paul Street, Montreal.

FAIRBANKS & CO., 34 King William St., London, Eng.

FAIRBANKS, BR. & CO., 2 Milk St., Boston, Mass.

FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.

FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chi'go.

FAIRBANKS, MORSE & CO., 139 Walnut St., Cin. O.

FAIRBANKS, MORSE & CO., 182 Superior St., Clev'd, O.

FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.

FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.

FAIRBANKS & CO., 302 & 304 Washington Av. St. Louis.

FAIRBANKS & HUTCHINSON, San Francisco, Cal.

## Climax Electro-Plate Company.

Nickel, Silver and Gold Plating, Bronzing, Gilding, Coppering, Lacquering and Dipping in all branches, done in a superior manner.

NICKEL PLATING on all Metals, including Zinc by Wilder's New Process of Nickel Alloy,

used only by this Company.

Bronzing, Gilding, Coppering, Lacquering and Dipping a specialty.

**OFFICE: 5 Dey Street—Room 7,**

New-York.

**A. W. LADD,**

Managing Director and Treasurer.

**SHOPS: 25 Beekman Street,**

Superintendent.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	\$3,280,000	J. & J.	Jan. '74 3	Long Island..... 50	3,000,000	M. & S.	May '74 10	Vermont and Mass. .... 100	\$2,860,000	A. & O.	Apr. '74 1
Allegheny Valley ..... 50	2,256,350	— & —	—	Louisv., Cin., and Lex. .... 50	1,823,488	J. & J.	July '74 3	Warren (N. J.) ..... 100	1,800,000	J. & D.	Dec. '73 3
Atlanta and West Point. 100	1,222,200	J. & J.	July '73 4	" ..... pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley ..... 100	225,000	A. & O.	Apr. '74 2
Atlantic and Gulf ..... 100	8,690,200	— & —	—	Louisville & Nashville. 100	8,980,000	F. & A.	Feb. '74 4	West Jersey ..... 100	1,545,750	F. & A.	Feb. '74 4
" guar. 100	786,476	M. & N.	Nov. '73 3	Louisv., N. Alb. & Chi. .... 100	3,000,000	J. & D.	Dec. '73 3	Winchester & Potowm. 100	180,000	J. & J.	Jan. '74 3
Atlantic and St. Law. .... 100	39,494,900	M. & S.	Sept. '73 2	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '73 3	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '74 3
" new 1870. 100	1,500,000	— & —	—	Lykens Valley ..... 20	600,000	F. M. A. N.	Feb. '73 24	Worcester and Nashua. 76	1,400,555	J. & J.	Jan. '74 3
Avon, Genesee & Mt. M.* 100	194,260	A. & O.	Oct. '72 14	Macon and Western. 100	2,800,000	J. & J.	July '73 5	HORSE-POWER R. R.			
Baltimore and Ohio. .... 100	18,151,962	M. & N.	May '74 5	Maine Central. .... 100	3,400,500	— & —	—				
Washington Br. .... 100	1,680,000	A. & O.	Apl. '74 5	Manchester and Law. .... 100	1,000,000	M. & N.	Nov. '73 5	Albany City ..... 100	110,820	— & —	—
Parkersburg Br. pref. 50	5,080,685	— & —	—	Marietta & Cincinnati* .... 50	1,372,891	— & —	—	Baltimore City ..... 100	80,000	— & —	Jan. '74 3
Berkshire* ..... 100	300,000	J. A. J. & O.	Apl. '74 12	" ..... 1st pref. 50	8,130,719	M. & S.	Sep. '66 3	Bleeker st. & F. Ry. (N.Y.) 100	900,000	— & —	—
Blossburg & Corning. * 50	250,000	J. & D.	Dec. '72 24	" ..... 2d pref. 50	4,469,888	F. & A.	Sep. '66 3	Boston and Chelsea. 100	110,600	A. & O.	Apr. '74 4
Boston and Albany. .... 100	19,664,100	M. & N.	May '74 5	Memphis & Charleston* 25	5,312,725	J. & D.	Feb. '74 3	Broadway (Brooklyn). 100	200,000	J. A. J. O.	Apr. '73 3
Bos., Clin. & Fitchb. pref. 100	683,200	— & —	—	Michigan Central ..... 100	18,738,204	J. & J.	Jan. '74 3	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Agricultural Br. guar. 100	60,000	J. D.	Dec. '73 3	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '74 5	Brooklyn City ..... 100	1,500,000	F. M. A. N.	July '74 3
Bost. Conn. & Mont. * pref. 100	80,000	M. & N.	Nov. '73 3	Milwaukee and St. Paul. 100	13,398,550	J. & J.	Dec. '70 7s	Brooklyn and Jamaica. 100	600,000	J. & J.	July '70
Boston and Lowell. .... 500	2,852,900	J. & J.	Jan. '74 4	M. Hill & Schuyl. Hav. * 50	2,866,450	J. & J.	Jan. '74 4	Bushwick (Brooklyn). 100	488,100	— & —	—
Boston and Maine. .... 100	6,816,800	M. & N.	Dec. '73 4	Morris and Essex* 50	14,080,100	J. & J.	Jan. '74 4	Cambridge. .... 100	302,000	J. & J.	July '71 3
Boston and Providence. 100	3,960,000	M. & N.	May '74 5	Nashua and Lowell. .... 100	800,900	M. & N.	Nov. '73 5	Can. Park. N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Buffalo, N. Y. and Erie*. 100	950,000	F. & A.	Feb. '74 3	Naugatuck ..... 100	1,990,000	F. A.	Feb. '74 3	Citizens' (Phil.). 5	500,000	J. & J.	Jan. '74 8
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Mar. '74 5	Newquahoning Valley* 50	1,000,000	M. & S.	Mar. '74 5	Citizens' (Pbg.). 50	200,000	M. & N.	Nov. '71 7
" prof. 100	1,485,900	M. & S.	Mar. '74 5	Newark and N. York*. 100	77,490	J. & J.	Jan. '74 4	Coney Island & Brook. 100	500,000	— & —	—
Camden and Amboy* 100	5,847,800	J. A. J. O.	Apl. '74 2	N. Bedford & Taunton. 100	500,000	M. & N.	May '73 4	D. Dock, E. Bdw. & Bat. 100	1,200,000	F. M. A. N.	Feb. '74 2
Camden and Atlantic. .... 100	379,020	— & —	—	N. Castle & Beaver Val. * 50	1,800,000	J. A. J. O.	Apl. '74 2	Elizabeth Avenue (N.Y.) 100	1,000,000	J. A. J. O.	Oct. '71 3
" prof. 50	762,700	— & —	—	N. Haven & Northamp. 100	605,000	J. A. J. O.	Sept. '72 3	Elizabeth and Newark. 100	200,000	— & —	—
Cape Cod ..... 60	1,020,330	J. J. & J.	Jan. '72 24	New Jersey* ..... 100	7,295,200	J. A. J. O.	Feb. '74 2	Eliz. St. & G. St. Ferry. 100	748,000	M. & N.	Nov. '71 5
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3	New London Northern* 100	1,418,800	J. & J.	Jan. '74 4	Frankl. & Southw. Ph. 50	491,750	J. & J.	Jan. '74 5
Catasauqua & Fogelsv. 50	426,900	Novemb.	Nov. '71 6	N. Y. Can. & Hudson R. 100	99,428,330	J. A. J. O.	Feb. '74 2	Germantown (Ph.) 50	1,00,000	J. & J.	July '71 3
Catawissa* ..... 50	1,139,200	— & —	—	New York and Harlem. 100	8,000,000	J. & J.	Jan. '74 4	Girard College (Ph.) 50	500,000	J. & J.	July '71 2
" prof. ..... 50	2,200,000	M. & N.	Nov. '73 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 4	Grind St. and Newton. 100	500,000	J. & J.	Jan. '74 4
Cayuga and Susq. * 50	589,110	J. & J.	Jan. '74 4	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 4	Heston, Mantua & Fairm. 50	2,050,000	J. & J.	Jan. '74 14
Cedar Rapids & Mo. R. * 100	6,860,000	M. & N.	Nov. '73 1	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central of Georgia. .... 100	4,666,800	J. & J.	July '73 5	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Lynn and Boston. 100	200,000	— & —	—
Central of New Jersey. 100	20,000,030	J. A. O. J.	Apl. '74 2	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Malden and Melrose. 100	200,000	M. & N.	Nov. '73 5
Central Ohio* ..... 50	2,425,000	J. & J.	Jan. '74 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Middlesex (Boston). 100	400,000	A. & O.	Apr. '73 4
" pref. ..... 50	400,000	J. & J.	Sept. '73 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Ninth Avenue (N.Y.) 100	797,320	— & —	—
Central Pacific ..... 100	5,175,500	J. A. J. O.	Oct. '72 1	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Orange and Newark. 100	282,555	— & —	—
Chemung* ..... 100	380,000	— & —	—	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Philadelphia City. .... 50	750,000	J. & J.	Jan. '74 5
Cheshire, preferred. .... 100	2,100,000	J. & J.	Jan. '74 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Philadelphia and Darby. 20	200,000	J. & J.	July '71 2
Chicago and Alton. .... 100	8,929,900	M. & S.	Mar. '74 5	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Phila. and Grey's Ferry. 50	284,775	J. & J.	Jan. '74 2
" pref. 100	2,425,400	M. & S.	Mar. '74 5	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Chicago, Burl. & Quincy. 100	18,897,000	M. & S.	Mar. '74 5	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Second Avenue (N.Y.) 100	888,100	J. A. J. O.	Oct. '72 2
Chicago, Iowa & Nebras. 100	3,916,300	J. & J.	Jan. '74 4	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Second & Third St. (Ph.) 30	952,100	J. & J.	Jan. '74 6
Chicago & N. Western. 100	15,033,480	J. & D.	Dec. '72 24	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	17th & 19th Streets (Ph.) 50	500,000	J. & J.	Jan. '74 5
" pref. 100	21,289,563	J. & J.	July '73 8	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Sixth Avenue (N.Y.) 100	750,000	M. & N.	May '71 5
Chicago, R. I. & Pacifc-100	19,000,000	A. & O.	Apl. '74 4	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Third Avenue (N.Y.) 100	1,170,000	F. M. A. N.	May '73 3
Cin. Ham. & Dayton. 100	3,500,000	A. & O.	Apl. '74 4	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '74 2
Cin. Sand. and Clev. * 50	5,980,550	— & —	—	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Somerville (Boston). 100	75,000	J. & N.	Nov. '73 3
" pref. 50	42,00,046	M. & N.	Nov. '73 2	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	South Boston. 50	400,000	J. A. J. O.	Apr. '72 2
Clev. Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '74 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Union (Boston). 100	200,000	— & —	—
Cleveland & Pittsburg ..... 100	20,126,150	F. M. A. N.	Feb. '74 1	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	West Philadelphia. 100	400,000	J. & J.	Jan. '74 9
Col. Chic. & Ind. Gen. .... 100	13,000,000	M. J. S. D.	Mar. '74 2	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	CANALS.			
Columbus & Xenia* 50	1,788,800	M. J. S. D.	Feb. '74 5	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Chesapeake & Delaware 50	1,983,568	J. & D.	June '73 3
Colum. & Hocking Val. 100	2,000,000	F. & A.	Nov. '73 5	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Chesapeake and Ohio 25	8,229,594	— & —	—
Concord. .... 60	1,500,000	M. & N.	Jan. '74 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Delaware Division 50	1,853,350	F. & A.	Feb. '74 4
Concord and Porta. * 100	350,000	J. & J.	Feb. '74 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Delaware and Raritan* 100	5,847,400	J. A. J. O.	Apr. '74 24
Conn. & Passun p. Riv. 1. 0 100	2,100,000	F. & A.	Feb. '74 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Erie of Pennsylvania 50	64,000	— & —	—
Connecticut River. .... 100	1,950,000	J. & J.	Jan. '74 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Lehigh Coal & Navigat. 50	8,390,350	M. & N.	May '73 3
Cumberland & Venet. 100	1,494,256	A. & O.	Feb. '74 4	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '73 3
Danbury and Newr. 50	600,000	M. & N.	Nov. '73 5	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
Delaware* ..... 50	1,230,941	J. & J.	Jan. '74 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Pennsylvania ..... 50	4,337,950	— & —	—
Del. Lackaw. & Washn. .... 50	18,568,850	J. A. J. O.	Apl. '74 2	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb. '74 30c
Detroit & Milwaukee* 50	822,140	— & —	—	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	" ..... (ref.) 50	2,838,977	F. & A.	Feb. '74 60c
" pref. 50	2,096,006	J. & J.	Dec. '67 7	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Susq. and Tide Water. 50	2,002,746	— & —	—
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '73 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	Union. 50	2,907,850	— & —	—
Hanover Branch. (K.N.) 50	116,860	M. & N.	Nov. '73 5	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	" ..... preferred. 50	1,100,000	J. & J.	Jan. '65 -
Hanover Extension. .... 100	4,000,000	— & —	—	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3	" ..... pref. 100	1,500,000	J. & J.	Jan. '74 5	MISCELLANEOUS.			

## WHOLESALE PRICE CURRENT.

**IRON**—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, 77 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 21; Scrap Cast, 6¢; Scrap Wrought, 88 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent ad val.

Pig, Scotch—Coltness.....per ton 39 @ 39 50  
Gartsherrie.....@ —  
Glengarnock.....38 @ 38 50  
Eglinton.....38 60 @ 27 —  
Pig, American, No. 1.....34 @ 33 —  
Pig, American, No. 2.....32 @ 33 —  
Pig, American, Forge.....27 50 @ 31 —  
Bar, Re fined, English and American.....@ —  
Bar, Swedes, assorted sizes.....(gold) 137 50 @ 140 —

—STORE PRICES.—  
Bar, Swedes, ordinary sizes.....100 @ 162 50  
Bar, Swedes, Plow sizes.....170 @ 172 50

Bar, Refined, 4 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....70 @ 72 50

Bar Refined, 1½ to 6 by 1 & 5-16 in.....77 50 @ 80 —  
Bar Refined, 1 & 1½ by 1 & 5-16.....77 50 @ 80 —

Large Rounds, 2½ to 3½ @ 4 in.....80 @ 100 —

Scroll.....100 @ 135 —

Ovals and Half-round.....100 @ 115 —

Band, 1 to 6 in. by 3-16 to No. 12.....95 @ —

Horse Shoe.....107 50 @ 110 —

Rods, 1½ to 16 inch.....80 @ 130 —

Hoop, 1½ by No. 22 to 1 & 1½ by 13 & 14.....110 @ 155 —

Nail Rod.....per lb.....9 @ — 9½

Sheet, Russia, as to assortment.....(gold) 16½ @ 17 —

Sheet, Single, D. and T. Common.....4 @ 5 —

Sheet, Doubles and Trebles, Charcoal.....6 @ 7 —

Sheet Galvanized.....List 10 per ct. disc.

Rails, English.....(gold) ..per ton 57 @ 59 —

Rails, American, at Works in Penna., c.y. 62 50 @ 65 —

**STEEL**—DUTY: Bars and Ingots, valued at 7 cents per

lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per

cent ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality) ..per lb. 17 @ 21 —

English Spring, (2d and 1st quality) ..9½ @ 10 —

English Blister, (2d and 1st quality) ..14 @ 18½ —

English Machinery.....12½ @ 14 —

American Blister.....@ 11½ —

American, Cast, Tool.....@ 17 —

American, Cast Spring.....9 @ 11 —

American Machinery.....11½ @ 12 —

American German Spring.....@ 11 —

**NAILS**—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse

Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal

and Zinc, 35 per cent ad val.—all less 10 per cent.

1d. to 6d. Com. Fence & Sheath per kg. 3 99 @ 4 —

8d. and 9d. " 25 @ —

6d. and 7d. " 45 @ —

4d. and 5d. " 47 5 @ —

3d. and 4d. Light .....5 50 @ —

3d. Fine .....6 25 @ —

2d. " 7 @ —

Cut Spikes, all sizes.....4 25 @ —

**TIN**—DUTY: Pig, Bars and Block, FREE; Plate and Sheets

and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb. 26½ @ —

Straits.....(gold) 24½ @ 24 —

English.....(gold) 23 @ 23½ —

Plates—Fair to good brands. Gold.

I. C. Charcoal.....per box 10 50 @ 11 —

I. C. Coke.....8 @ 8 50 —

Coke Terne.....7 @ 8 —

Charcoal Terne.....9 25 @ 9 75 —

**PETROLEUM**—DUTY: Crude, 20 cents; Refined 40 cents

per gallon.

Crude 40@48 gravity (in bulk) .....7½ @ 7½ —

Crude 40@47 gravity (in shipping order) ..11 @ 11½ —

Refined, Standard White (in ship's order) ..15½ @ 16 —

Refined, S. W. (in jobbing lots) ..16 @ 16½ —

Refined, S. W. (in tin) ..19 @ 22 —

Naphtha, Refined (65@73 gravity) ..9 @ 9½ —

Residuum....(in shipping order) per gall. 8 @ —

**COPPER**—DUTY: Pig, Bar and Ingot, 5; Old Copper 4

cents per lb.; Manufactured, 45 per cent ad val., all less

10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb. — @ 33 —

Copper, Bolts.....@ 35 —

Copper, Braziers' (over 16 oz.) ..@ 35 —

Copper, Nails.....@ 40 —

Copper, Old Sheathing, &c., mixed lots.....22½ @ 25 —

Copper, American Ingot Lake.....24½ @ 25 —

Copper, English Pig.....@ 24½ —

Yellow Metal, New Sheathing & Bronze.....@ 24 —

Yellow Metal, Bolts.....30 @ —

Yellow Metal, Nails, Sheathing & Slating ..@ 24 —

**LEAD**—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents

per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p.c.

Spanish Ordinary.....(gold) per 100 lb. 6 50 @ 6 62½ —

German Ordinary.....(gold) 6 50 @ 6 62½ —

English.....(gold) 6 62½ @ 6 75 —

Foreign Refined.....(gold) 7 @ 7 12½ —

Domestic.....(gold) 6 20 @ 6 25 —

Bar.....8 50 @ —

Pipe.....9 @ 9½ —

Sheet.....9 @ 9½ —

**COAL**—DUTY: Bituminous, 75 cts. per ton of 28 bushels

80 lb. to the bushel; Anthracite, FREE; other, 40 cents

per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....11 @ —

Liverpool House Cannel.....18 @ 20 —

Anthracite (by cargo) ... per ton of 100 lb. 5 @ 6 —

## Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for three months from January 1st:

	1873.	1874.
Ashes, bbls.....	1,826	1,893

Breadstuffs—

	Wheat flour, bbls.....	972,287
--	------------------------	---------

	76,165	61,949
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	1,053,970	7,218,090
--	-----------	-----------

	2,173	206,189
--	-------	---------

	1,993,451	1,955,449
--	-----------	-----------

	351,412	393,606
--	---------	---------

	Peas, bush.....	12,725
--	-----------------	--------

	Corn, bush.....	1,283,527
--	-----------------	-----------

	Cotton, bales.....	2,989,188
--	--------------------	-----------

	281,694	337,291
--	---------	---------

Naval Stores—

	Crude turp., bbls.....	3,085
--	------------------------	-------

	Spirits turp., bbls.....	15,552
--	--------------------------	--------

	Rosin, bbls.....	135,076
--	------------------	---------

	Tar, bbls.....	11,792
--	----------------	--------

	Pitch, bbls.....	790
--	------------------	-----

Provisions—

	Pork, pkgs.....	60,539
--	-----------------	--------

	Beef, bbls.....	11,283
--	-----------------	--------

	Cutmeats, pkgs.....	290,487
--	---------------------	---------

	Butter, pkgs.....	140,261
--	-------------------	---------

	Cheese, pkgs.....	121,237
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	Lard, tcs. and bbls.....	187,162
--	--------------------------	---------

	Do., kegs.....	10,279
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	Whiskey, bbls.....	48,912
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Exports from New York to foreign ports of

certain leading articles of domestic produce for

three months from January 1st:

	1873.	1874.
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	Ashes—Pots, bbls.....	353
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	Do. pearls, bbls.....	11
--	-----------------------	----

	Beeswax, lbs.....	30,693
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Breadstuffs—

	Wheat flour, bbls.....	277,552
--	------------------------	---------

	Rye flour, bbls.....	1,602
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	Cornmeal, bbls.....	39,505
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	Wheat, bush.....	977,987
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	6,942,260	568,589
--	-----------	---------

	Rye, bush.....	1,004
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	Oats, bush.....	5,804
--	-----------------	-------

	Barley, bush.....	11,830
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	Peas, bush.....	16,990
--	-----------------	--------

	Corn, bush.....	3,085,171
--	-----------------	-----------

	Candles, bxs.....	13,098
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	Coal, tons.....	18,995
--	-----------------	--------

	Cotton, bales.....	140,735
--	--------------------	---------

	Hay, bales.....	8,161
--	-----------------	-------

	Hops, bales.....	4,331
--	------------------	-------

Naval Stores—

	Crude turp., bbls.....	12
--	------------------------	----

	Spirits turp., bbls.....	4,686
--	--------------------------	-------

	Rosin, bbls.....	85,255
--	------------------	--------

	Tar, bbls.....	1,931
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	Pitch, bbls.....	835
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	Oils—whale, galls.....	281
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	25,585	25,585
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	Do., sperm, galls.....	77,007
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	Do., lard, galls.....	62,227
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	Do., linseed, galls.....	4,754
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	Petroleum, galls.....	20,569,507
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	26,290,790	20,537
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Provisions—

	Pork, bbls.....	49,832
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	Beef, bbls.....	10,646
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	Do., tcs.....	21,507
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	Cutmeats, lbs.....	152,240,127
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	Butter, lbs.....	849,312
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	Cheese, lbs.....	7,201,742
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	Lard, lbs.....	65,586,413
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	Rice, tcs.....	25
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	Do., bbls.....	3,832
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	Tallow, lbs.....	15,010,197
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	14,786,166	14,786,166
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	Tobacco, hds.....	9,807
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## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	---	1st Mort. (gold) end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	---
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	---
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	---	Buffalo, Bradford and Pittsburg:	580,000	7	Jan. & July.	New York.	1896	---
Alabama and Chattanooga:							General Mortgage.....	700,000	7	March & Sept.	New York.	1886	---
1st Mortgage, guar. by Ala. ....	16,000pm	8*	Jan. & July.	New York.	1889	---	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	---
2d Mortgage.....	9,000pm	8	"	"	1889	---	Buffalo, New York and Erie:	2,000,000	7	June & Dec.	New York.	1877	90
Alabama and Georgia:							1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	---
1st Mortgage, guar. by Ala. & Ga. ....	16,000pm	8	Jan. & July.	New York.	1891	---	Buffalo, New York & Phila.:	600,000	7	Jan. & July.	"	1875	98
Albany and Susquehanna:							1st Mortgage.....	1,200,000	8	"	"	1878	---
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	103	Stock Bonds pref. 2d lien.....	980,000	8	April & Oct.	"	1879	97
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	97	Stock Bonds pref. 3d lien.....	898,500	8	"	"	1894	98
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92	Stock (common) Bonds.....	1,377,840	8	Jan. & July.	"	1889	---
Albany Loan.....	1,000,000	6	"	Albany.	1895	---	Stock (common) Bonds.....	5,058,350	7	April & Oct.	Boston.	1893	97
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	600,000	7	Jan. & July.	"	1875	98
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1890	---	Burlington, Cedar Rapids & Minn.:	2,250,000	7*	May & Nov.	N. Y. & Lond.	1899	70
Allegheny Valley:							1st Mortgage coin or stg skg fd. ....	8,000,000	7*	Jan. & July.	New York.	1891	85
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	92	Burlington and Missouri River:	2,250,000	7	April & Oct.	New York.	1901	---
Special Mortgage to Penna. ....	3,500,000	5	.....	Harrisburg.	---	87	Cairo and Vincennes:	3,500,000	7*	April & Oct.	New York.	1901	---
Andrascooggan:							1st Mortgage, gold.....	5,587,971	8	Jan. & July.	Boston.	1894	100
1st Mortgage (Bath Loan)....	425,000	6	Jan. & July.	Bath, Me.	1891	---	Burlington and Southwestern:	20,000pm	8	May & Nov.	Boston.	1895	50
Arkansas Central (narrow gauge):							1st Mortgage.....	2,250,000	7*	Jan. & July.	New York.	1891	85
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	---	Cairo and Fulton (Arkansas):	8,000,000	7*	Jan. & July.	New York.	1891	85
Atchison and Nebraska:							1st Mort. (R.R. & lands) S.F. gold.....	500,000	7	April & Oct.	New York.	1901	---
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43	Cairo and St. Louis (3 ft. gauge):	2,250,000	7	April & Oct.	Camden.	1879	98
Atchison, Topeka and Santa Fe:							1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	1870-97	89
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	---	Camden and Burlington County:	7	.....	New York.	----	---	
Land Grant Mortgage (gold)....	7,500pm	7*	April & Oct.	"	1902	---	Consolidated 1st Mortgage.....	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	67
Atlanta and Richmond Air Line:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	---
1st Mortgage (guar. by Ga.)....	16,000pm	8	Jan. & July.	New York.	1900	59	Camden and Atlantic:	500,000	7	April & Oct.	Camden.	1879	98
Atlantic and Great Western:							2d Mortgage of 1854.....	2,250,000	7	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	---	Camden and Burlington County:	388,000	6	Feb. & Aug.	Philadelphia.	1870-97	89
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	---	Consolidated 1st Mortgage.....	7	.....	New York.	----	---	
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	---	Canada, Michigan and Chicago:	1,200,000	7	Feb. & Aug.	Philadelphia.	1870-97	89
Atlantic and Gulf:							1st Mort. (skg fd) for \$2,750,000.....	158,350	5	"	"	1880-89	61
Consolidated (255 m.) free U.S. tax Sectional (S.A. & R.R.) bonds.....	2,000,000	7	Jan. & July.	New York.	1897	---	Canada Southern:	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	67
310,000	7	"	"	"	1897	---	1st Mort. (skg fd) for \$9,000,000.....	2,250,000	7*	Jan. & July.	New York.	1889	---
1st Mort. (S. Ga. & Fla. R.R.) bonds.....	464,000	7	May & Nov.	"	1888	---	Carthage & Burlington (C.B. & Q.):	600,000	8	May & Nov.	New York.	1879	---
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	---	1st Mortgage, guar. and tax free. ....	2,250,000	7*	Jan. & July.	New York.	1891	85
Atlanta and Lake Erie:							Catawissa:	7	.....	New York.	----	---	
1st Mort. (gold) for \$6,000,000.....	7	Jan. & July.	New York.	1901	---	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	---	
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage (new).....	1,300,000	7	"	"	1900	101
1st Mortgage for \$15,000,000.....	7	Jan. & July.	New York.	1901	---	Chattel Mortgage.....	158,350	5	"	"	1880-89	61	
Atlantic and North Carolina:							Cazenovia and Canastota:	250,000	7	Feb. & Aug.	New York.	1890	---
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	---	1st Mortgage, gold.....	294,000	7	April & Oct.	New York.	1884	---
Atlantic and Pacific:							Cedar Falls and Minnesota:	1,200,000	7	Jan. & July.	New York.	1907	77
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	---	1st Mort. (C. F. to Waverly).....	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mort. (So. Pac. R.R.) gold bds'.....	7,250,000	6*	"	"	1888	---	1st Mort. (W. to Minn. Line).....	582,000	7	"	"	1894	87
Atlantic and St. Lawrence:							1st Mortgage, 1st Div. \$10,000pm.....	2,332,000	7	May & Nov.	"	1910	93
1st Mortgage (sterling) of 1855....	484,000	6*	May & Nov.	London.	1873	---	1st Mort. (A. & P. & Peak).....	1,600,000	6*	May & Nov.	New York.	1895	---
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	"	1873	---	2d Mortgage Government's subsidy.....	1,200,000	6	Jan. & July.	"	1895	---
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	"	1874	---	Central Branch Union Pacific:	780,000	7	March & Sept.	New York.	1875	---
Bald Eagle Valley:							1st Mort. (C. & N. W.):	3,248,000	7*	Jan. & July.	New York.	1899	46
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	---	1st Mortgage, gold, \$16,000 p.m. ....	812,000	7*	April & Oct.	"	1901	---
2d Mortgage.....	100,000	7	"	"	1884	---	2d Mortgage, gold, \$4,000 p.m. ....	2,500,000	6	March & Sept.	Baltimore.	1890	89
Baltimore and Ohio:							Central Branch of California:	174,000	7	May & Nov.	New York.	1875	120
Loan of 1855-'75.....	857,250	6	Jan. & July.	Baltimore.	1875	100	1st Mort. (A. & P. & Peak).....	3,612,700	7	"	"	1902	103
Loan of 1850-'80.....	579,500	6	"	"	1880	98	Convertible bonds of 1872.....	5,000,000	7	Feb. & Aug.	Philadelphia.	1890	106
Loan of 1855-'85.....	1,710,500	6	April & Oct.	"	1884	97	New Mortgage for \$5,000,000.....	2,310,000	6	J. A. & J. O.	1897	---	
Loan of 1855-'90 (Balt.) skg fd. ....	3,461,146	6	Jan. & July.	"	1890	---	Loan of Lehigh & Nav. Co. (ass'd).....	2,500,000	6	March & Sept.	New York.	1875	---
Loan of 1870-'96 (stg.) skg fund. ....	3,620,320	6	March & Sept.	London.	1895	---	Central Ohio (B. & O.):	3,248,000	7*	Jan. & July.	New York.	1899	46
Loan of 1872-1902 (stg.) S. F. ....	9,498,016	6	"	"	1902	---	1st Mort. (S. Fr., Okl. & Ala.).....	812,000	7*	April & Oct.	"	1901	---
3d Mort. (N. W. Va. R.R.) assumed.....	140,000	6	Jan. & July.	Baltimore.	1885	92	1st Mort. (San Joaquin V.D.) gold.....	6,000,000	6*	April & Oct.	New York.	1900	---
Baltimore and Potomac:							Land bonds (Cen. Pac. Co.) gold.....	9,158,000	6*	"	"	1890	---
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	---	Charleston and Savannah:	25,883,000	6*	Jan. & July.	New York.	185-99	95
1st Mortgage (R. R.) gold guar..	3,500,000	6*	April & Oct.	"	1911	---	1st Mortgage, 30 years bonds, gold.....	1,483,000	7*	"	"	1883	100
Bangor and Piscataquis:							Convertible 20 years bonds, gold.....	1,500,000	7*	"	"	1885	101
1st Mortgage (Bangor loan)....	60,000	6	April & Oct.	Bangor.	1899	---	State Aid Bds (Int. by State) gold.....	2,735,000	6*	"	"	1899	---
1st Mort. (Bangor loan) extens'n.....	122,000	7	"	"	1901	---	1st Mort. (W. to Minn. Line).....	6,750,000	6*	"	"	1888-92	---
Bay City and East Saginaw:							1st Mort. (C. & N. W.):	500,000	8*	"	"	1890	---
1st Mort. guar. by E. & P. Mfg. Co. ....	100,000	10	Jan. & July.	Detroit.	1886	---	1st Mort. (S. Fr., Okl. & Ala.).....	6,000,000	6*	April & Oct.	Philadelphia.	1890	---
Bedford and Bridgeport:							Land bonds (Cen. Pac. Co.) gold.....	9,158,000	6*	"	"	1890	---
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	---	1st Mort. (Charlevoix and S. C.):	25,883,000	6*	Jan. & July.	New York.	185-99	95
Belfast and Moosehead Lake:							1st Mort. (Charlevoix and S. C.):	157,400	7	"	"	1880	---
1st Mortg. (gold).....	150,000	6	May & Nov.	Portland.	1890	---	1st Mort. (Charlevoix and S. C.):	150,000	8	April & Oct.	Charleston.	1888	---
Bellefontaine and Southern Illinois:							2d Mortgage dated Jan. 1, 1871. ....	75,000	7	Jan. & July.	"	1888	---
1st Mort. guar. by St. L.A. & T.H. ....	1,100,000	8	April & Oct.	New York.	1896	97	1st Mort. (Charlevoix and S. C.):	8	Jan. & July.	Charleston.	1891	---	
Beloit and Madison (C. & N.W.):							1st Mort. (Chesapeake and Ohio):	1,500,000	7*	"	"	1884	---
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	---	1st Mort. (Chesapeake and Ohio):	918,000	6	April & Oct.	Philadelphia.	1876	---
Belvidere Delaware:							1st Mort. (Chesapeake and Ohio):	1,500,000	7*	"	"	1877	---
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)....	1,000,000	6	June & Dec.	New York.	1877	95	1st Mort. (Chesapeake and Ohio):	1,500,000	7*	"	"	1884	---
2d Mortgage { A. Co. and Penn. R. R. Co. }.....	499,500	6	March & Sept.	Princeton.	1885	83	1st Mort. (Chesapeake and Ohio):	1,500,000	7*	"	"	1884	---
3d Mortgage { Penn. R. R. Co. }.....	745,000	6	Feb. & Aug.	"	1887	82	1st Mort. (Chesapeake and Ohio):	1,500,000	7*	"	"	1884	---
Blue Ridge, (S. Car.):							1st Mort. (Ch						

## **AMERICAN RAILROAD BOND LIST.**

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An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Detroit, Eel River and Illinois:						Framingham and Lowell:								
1st Mortgage for \$22,000 p.m. ....	\$.....	8	Jan. & July.	New York.	1891	1st Mortgage.	\$477,683	7	May & Nov.	Boston.	1891	90		
Detroit, Hillsdale and Indiana:						Frederick and Pennsylvania Line:								
1st Mort. \$16,000 p. m. guar. ....	1,170,000	8	June & Dec.	New York.	1890	7½	1st Mortgage gold.	250,000	6*	April & Oct.	Baltimore.	1900	...	
2d Mortgage. ....	300,000	8	Jan. & July.	"	1891	...	Galeva & Chic. Union (C. & N. W.):							
Detroit, Lansing & L. Michigan:						1st Mortgage. ....	1,785,000	7	Feb. & Aug.	New York.	1882	102½		
1st Mortgage (consolidation) ....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage. ....	948,000	7	May & Nov.	"	1875	00	
Detroit and Milwaukee:						Elgin and State Line Purchase. ....	135,000	6	Jan. & July.	"	1878	...		
1st Mortgage, (D. & M. R. Y.) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge. ....	200,000	7	"	"	1884	...	
2d Mortgage ("") ....	1,000,000	8	" "	"	1875	...	Georgia (and Banking):							
1st Funded Coup. (D. & M. R. Y.)	625,924	7	Jan. & July.	"	1875	...	Company bonds (debentures) ....	681,000	7	Jan. & July.	Augusta.	72½-86	...	
2d Funded Coup. ("") ....	375,734	7	" "	"	1875	...	Gilman, Clinton & Springfield:							
Oakl. & Ottawa R. R. stg. bonds. ....	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage gold.	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	...	
Detr. & Pontiac R. R. bonds. ....	250,000	7	" "	New York.	1878	...	2d Mortgage gold.	1,000,000	8*	Jan. & July.	"	1892	...	
Detr. & Pontiac R. R. bonds. ....	250,000	8	Feb. & Aug.	"	1886	...	Goshen and Deckertown:							
Detroit, Mon. & Tol. (L.S.H. & M.S.):						1st Mortgage. ....	226,500	7	Jan. & July.	New York.	1888	...		
1st Mortgage Aug. 1, 1886 .....	924,000	7	Feb. & Aug.	New York.	1876	100	Grand Rapids & Indiana:							
Dubuque and Sioux City:						1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	...		
1st Mortgage tax free. ....	894,000	7	Jan. & July.	New York.	1883	94½	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	...	
Dubuque Southwestern:						Grand River Valley (Mich. C.):								
1st Mortgage, guar. by Ill. Cen. ....	450,000	7	April & Oct.	New York.	1883	...	1st Mort., assumed by Lessees. ....	1,500,000	8	Jan. & July.	New York.	1886	...	
1st Mortgage, preferred & guar. ....	100,000	7	Jan. & July.	"	1883	...	2d Mortgage, guar. by Lessees. ....	500,000	8	March & Sept.	"	1879	96	
Dunkirk, Warren and Pittsburg:						Grand Trunk (Ca.):								
1st Mortgage gold tax free. ....	1,100,000	7*	June & Dec.	New York.	1900	...	Equipment Bonds £500,000. ....	2,500,000	6*	April & Oct.	London.	...	...	
Dutchess and Columbia:						Equipment Bonds No. 2 £270,500	1,380,000	6*	" "	"	"	...	...	
1st Mortgage Jan. 1, 1888. ....	1,500,000	7	Jan. & July.	New York.	1908	...	Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	...	...	
East Alabama and Cincinnati:						1st Preference Bonds £2,838,335.	14,191,615	5	Jan. & July.	"	"	...	...	
1st Mort. end \$18,000 p.m. by Ala. ....	.....	8	Jan. & July.	"	1890	...	2d Preference Bonds £1,685,765	8,428,25	4*	" "	"	...	...	
East Brandywine & Waynesburg:						Provincial Debentu's £3,111,500	15,557,500	...				Ottawa.	...	
1st Mortgage. ....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Great Western of Canada:							
2d Mortgage. ....	35,000	8	" "	"	1873	...	Perpetual Debentures Stock. ....	227,273	5	Jan. & July.	London.	perp.	...	
East Pennsylvania (Ph. & Relg.):						Common (Company) Bonds. ....	1,384,117	4	" "	"	"	72½-73	...	
1st Mortgage, guaranteed. ....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common ( " ) Bonds. ....	2,993,975	6	May & Nov.	"	73½-76	...	
East Tenn. & Georgia (E. T. V. & G.):						Common ( " ) Bonds. ....	2,662,067	5	April & Oct.	"	"	77½-78	...	
1st Mortgage. ....	870,000	6	Jan. & July.	New York.	176-186	...	Common ( " ) Bonds. ....	4,867	5	" "	"	1881	...	
East Tenn. & Vir. (E. T. V. & Ga.):						Common ( " ) Bonds. ....	3,650,000	6	June & Dec.	"	"	1890	...	
1st Mortgage, endorsed. ....	175,000	6	Jan. & July.	New York.	1886	...	Greenville and Columbia:							
East Tennessee, Virginia & Ga.:						1st Mortgage guar. by S. Car. ....	1,426,546	7	Jan. & July.	New York.	'81-'86	60		
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	1st Mortgage not guaranteed. ....	376,766	7	" "	"	'81-'86	...	
Eastern (Mass.):						Greenwich and Johnsonville:								
English Loan, July 1, 1882. ....	383,000	6*	Jan. & July.	London.	1872	...	1st Mortgage. ....	130,000	7	May & Nov.	New York.	1889	...	
Loan of 1864-'74. ....	750,000	6	Feb. & Aug.	Boston.	1874	99	Hackensack & New York Ext.:							
1st Mort. (Essex R. R.) assumed. ....	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m. ....	300,000	7	May & Nov.	New York.	1889	...	
Loan of 1865-'85. ....	160,000	6	April & Oct.	"	1885	...	Hannibal and Naples (T. W. & W.):							
Loan of 1868-'88. ....	500,000	8	March & Sept.	"	1888	91	1st Mortgage. ....	675,000	7	May & Nov.	New York.	1898	80	
Loan of 1869-'89. ....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage. ....	225,000	7	Jan. & July.	"	1890	...	
Loan of 1872-'82. ....	1,500,000	7	March & Sept.	"	1882	92	Hannibal & Central Missouri:							
Eastern Shore (Md.):						1st Mortgage gold, tax free. ....	1,000,000	7	May & Nov.	New York.	1890	87½		
1st Mortgage. ....	400,000	6	Jan. & July.	Baltimore.	1880	...	2d Mortgage. ....	250,000	7	Feb. & Aug.	"	1890	...	
2d Mortgage. ....	180,000	6	April & Oct.	"	1886	...	Hannibal and St. Joseph:							
Elizabethtown and Paducah:						Missouri State Loan. ....	1,500,000	6	Jan. & July.	New York.	71-77	91		
1st Mortgage, convertible. ....	3,000,000	8	March & Sept.	New York.	1890	...	Missouri State Loan. ....	1,500,000	6	" "	"	87½-88	...	
Elmira and Wil'ansport (N. Cen.):						Six years Mortgage bonds (222m.) ....	5,000,000	10	" "	"	"	1872	...	
1st Mortgage guaranteed. ....	1,000,000	7	Jan. & July.	Philadelphia.	1880	99½	Five years' notes (277 m.):	139,300	8	Various.	"	"	1874	...
Income Mortgage guaranteed. ....	570,000	5	April & Oct.	"	1872	60	Fifteen years' bonds (277 m.):	3,476,000	8	March & Sept.	"	"	1885	81
Erie Railway:						1st Mort. (Q. & Palm R. R. 15 m.) ....	500,000	8	Feb. & Aug.	"	"	1892	...	
1st Mortgage. ....	2,485,000	7	May & Nov.	New York.	1897	105	1st Mort. (K. City & Cam. RR 55m.) ....	1,200,000	10	Jan. & July.	"	"	1886	90
2d Mortgage convertible. ....	2,174,000	7	March & Sept.	"	1897	100	General Land Mortgage (277 m.) ....	1,134,100	7	April & Oct.	"	"	1888	...
3d Mortgage. ....	4,582,000	7	" "	"	1883	98	General Mortgage conv. (277 m.) ....	5,600	7	Jan. & July.	"	"	1888	...
4th Mortgage convertible. ....	2,937,000	7	April & Oct.	"	1880	96½	Harlem Extension:							
5th Mortgage convertible. ....	709,500	7	June & Dec.	"	1888	97	1st Mortgage. ....	4,000,000	7	Jan. & July.	New York.	1890	...	
Buffalo Branch, 1st mortgage. ....	182,600	7	Jan. & July.	"	1891	...	Harrisburg & Lancaster:							
Sterling Loan (£1,000,000) conv. ....	4,437,470	6*	March & Sept.	London.	1875	...	1st Mortgage, guar. by Pa. Co. ....	700,000	6	Jan. & July.	Philadelphia.	1883	93	
Consol. Mort. for \$30,000,000, g'd. ....	12,076,000	7*	" "	NY & London.	1920	...	1st Mortgage. ....	580,000	6	Jan. & July.	Hartford.	1873	...	
Convertible bonds. ....	8,000,000	7	...			Hartford, Providence and Fishkill:								
Eric and Louisville:						1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	...		
Mortgage of 1871. ....	1,000,000	7	April & Oct.	New York.	1901	...	1st Mort. (Conn. 96.04 m.) skg f'd. Holly, Wayne & Monroe (F&P'M):	1,574,500	7	" "	Hartford.	1876	...	
Eric and Pittsburg (Penn.):						1st Mortgage, guar. tax free. ....	1,000,000	8	Jan. & July.	New York.	1901	...		
1st Mortgage. ....	372,800	7	Jan. & July.	New York.	1882	...	Holyoke and Westfield:							
2d Mortgage. ....	115,200	7	March & Sept.	"	1890	...	1st Mortgage. ....	200,000	7	April & Oct.	Boston.	1891	...	
Consolidated Mortgage tax free. ....	2,089,000	7	Jan. & July.	"	1893	...	Housatonic:							
Equipment Mortgage. ....	600,000	7	April & Oct.	"	1890	...	1st Mortgage sinking fund. ....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...	
European & N. American (Mc.):						2d Mortgage. ....	104,000	7	Feb. & Aug.	"	"	1885	...	
Bangor City Bonds (1st m. 55 m.) ....	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	3d Mortgage of 1869. ....	100,000	6	April & Oct.	"	"	1889	...
1st L. M. & 1st on 59, & 2d on 55 m.) ....	2,000,000	6*	March & Sept.	"	1899	87	Houston and Texas Central:							
Evanaville and Crawfordsville:						1st Mortgage L.G. skg fund, gold. Hudson River (N.Y. Cen. & H.R.):	6,520,000	7*	Jan. & July.	New York.	1891	...		
1st Mortgage (main line) skg fund. ....	1,004,000	7	Jan. & July.	New York.	1889	...	1st Mortgage. ....	200,000	7	Feb. & Aug.	New York.	1870	...	
1st Mort. (Rockville Extension). ....	150,000	7	Feb. & Aug.	"	1881	...	2d Mortgage. ....	1,894,000	7	June & Dec.	"	1885	106	
1st Mortgage. ....	1,000,000	7	Jan. & July.	New York.	1897	...	3d Mortgage. ....	180,000	7	May & Nov.	"	1875	164	
Evansville, Terre Haute & Chi.:						Hudson Connecting (N.Y. & O.Mid.):								
1st Mortgage, gold. ....	750,000	7*	May & Nov.	New York.	1900	...	1st Mortgage gold. ....	400,000	7*	May & Nov.	New York.	1902	...	
Fall River, Warren & Providence:						Huntington and Broad Top Mt.:								
1st Mortgage. ....	200,000	7	Jan. & July.	Providence.	1892	...	1st Mortgage gold. ....	416,000	7*	April & Oct.	Philadelphia.	1890	101½	
1st and Peru Marquette:						2d Mortgage. ....	367,500	7	Feb. & Aug.	"	"	1875	94	
Land Mort. 1st series (55,241 a.) ....	158,500	7	May & Nov.	New York.	1880	...	3d Mortgage (Consol.). ....	1,251,000	7	April & Oct.	"	1895	66	
" 2d series (92,748 a.) ....	221,000	7	Jan. & July.	"	1887	...	Illinois Central:							
" 3d series (52,091 a.) ....	2,046,000	8	March & Sept.	"	1888	...	Construction bonds, cur. skg f'd. Construction bonds, coin, skg f'd.	2,742,000	7	Jan. & July.	New York.	1875	103	
R. & Holly lease, S. F. 25,000 p. a.) ....	476,000	10	May & Nov.	"	1888	...	Redemption bonds, currency. ....	232,000	6*	" "	N.Y. & Lond.	1875	...	

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Indianapolis, Cin. and Lafayette:						Lake Shore & Michigan So.:						
1st Mortgage(Ind. & Cin.) of 1868	\$1,589,500	7	April & Oct.	New York.	1888	Sinking Fund Oct. 1, 1869.	\$1,600,000	7	April & Oct.	New York.	1879	
1st Mortgage(I. C. & L.F. of 1867	2,770,000	7	Feb. & Aug.	"	1897	Consol. registered July 1, 1870.	4,132,000	7	J. A. J. & O.	"	1890	
1st Mortgage(" of 1869	1,566,000	7	June & Dec.	"	1899	Consol. coupon July 1, 1870.	1,000,000	7	Jan. & July.	"	1890	
Indianapolis and St. Louis:						Bonds of Oct. 1, 1872.	235,000	7	April & Oct.	"	1882	
1st Mort. age.....		7	Jan. & July.	New York.	1916	Dividend (Lake Shore) Ap. 1, '80	1,500,000	7	"	"	1890	
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	Sunbury July 1, 1854.	500,000	7	Jan. & July.	"	1874	
1st Mortgage.....		7	April & Oct.	"	1916	Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	"	"	1880	
2d Mortgage.....	1,000,000	7	"	"	1900	3d Mort. Oct. 1, '81	1,000,000	7	April & Oct.	"	1892	
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	
Iowa: Eastern:						Mort. April 1, 1866	800,000	7	April & Oct.	"	1886	
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1886	
Iowa Falls & Sioux City (Ia. Con.)						2d Mort. Oct 31, 1857	2,693,000	7	"	"	1877	
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	"	1873	
Iowa Midland (C. & N. W.):						Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	
1st Mort. \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	
Ironton (Penn.):						Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Feb. & Aug.	"	1876	
Ithaca and Athens:						1st Mort. Oct. 1, 1867 (Sch. & Th. R.)	924,000	7	Jan. & July.	"	1870	
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	
Jackson, Lansing & Saginaw (M.C.):						1st Mort. July 1, '83 (Kal. Al. & Gr. R.)	840,000	8	"	"	1888	
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	1865	
2d Mortgage.....	500,000	8	March & Sept.	"	1888	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	
1st Mortgage, Northern Ext. ....		8	May & Nov.	"	1890	Leavenworth, Lawr. & West' n:						
Jacksonville, Pensac. and Mobile:						1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1805	
Jamest'n & Frank. (L.S. & M. So.):						Leavenworth, Lawr. & West' n:	355,000	7	Feb. & Aug.	New York.	1890	
Jefferson (Erie):						1st Mort. guar. by Pac. of Mo.						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	Leaven, Lawrence & Galveston:						
2d Mort. (" ").....	94,000	7	"	"	1889	1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	
Jeffersonville, Madison & Indian:						Lehigh and Lackawanna:						
1st Mortgage consol. ....	2,080,000	7	April & Oct.	New York.	1906	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	
2d Mortgage consol. ....	2,000,000	7	Jan. & July.	"	1910	Lehigh Valley:						
1st Mortgage (Ind. & Mad.) guar. ....	397,000	7	May & Nov.	"	1882	1st Mortgage (old loan).....	6	May & Nov.	Philadelphia.	1873		
2d Mortgage (Jeffersonville R. & B.):	345,000	7	April & Oct.	"	1882	1st Mortgage (new loan) tax free.....	6	June & Dec.	"	1898		
Joliet and Chicago (C. & Alton):					1882	2d Mortgage for \$6,000,000.....	6,712,000	7	March & Sept.	"	1910	
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	Lexington & St. Louis (P. of Mo.):						
Joliet & Northern Ind. (Mich. C.):		800,000	8	Jan. & July.	New York.	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	
Junction (Cin. & Indianapolis):					1882	Little Miami:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	
2d Mortgage.....	793,000	7	March & Sept.	"	1893	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	
Junction, Philadelphia:					1894	Little Rock and Fort Smith:						
1st Mortgage, guaranteed.....	500,000	7	June & Dec.	"	1884	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	
2d Mort. (Carbondale Section).....	2,006,000	7	"	"	1884	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	
Jacksonville, Madison & Indian:						Little Schuylkill (Phila. & Rdgs.):						
1st Mortgage consol. ....	2,080,000	7	April & Oct.	New York.	1906	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	
2d Mortgage consol. ....	2,000,000	7	Jan. & July.	"	1910	Loganport, Crawf. & Swstn Ind.:						
1st Mortgage (Ind. & Mad.) guar. ....	397,000	7	May & Nov.	"	1882	1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	
2d Mortgage (Jeffersonville R. & B.):	345,000	7	April & Oct.	"	1882	Long Br. and Sea Shore (N. J. So.):						
Joliet and Chicago (C. & Alton):					1873	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	Long Dock (Erie):						
Joliet & Northern Ind. (Mich. C.):		800,000	8	Jan. & July.	New York.	1874	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892
Junction (Cin. & Indianapolis):					1874	Long Island:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	
2d Mortgage.....	793,000	7	March & Sept.	"	1893	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	
Junction, Philadelphia:					1894	1st Mortgage (Glen Cove Br.):	150,000	6	May & Nov.	"	1893	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	General Mortgage.....	775,000	7	"	"	1899	
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	
Junction and Breakwater:						1st Mortgage for Cincinnati Br. ....	3,000,000	7	Jan. & July.	New York.	1897	
1st Mort. guar. by Delaware....	400,000	7	Jan. & July.	New York.	1890	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	
Kalamazoo, Allegan & Rapids:						1st Mortgage (main line 15 m.):	554,000	7	Jan. & July.	New York.	1873-76	
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	1st Mortgage (Memph. Br. 46.37 m.):	139,000	7	May & Nov.	"	1872-75	
Kalamazoo and Schoolcraft:					1889	1st Mort. (Leb. Br. Ext. 73.2 m.):	88,000	7	"	"	1860-65	
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	Consol. M. for \$5,000,000 (39 m.):	6,647,000	7	April & Oct.	"	1898	
Kalamazoo, & S. Haven (Oen.):					1888	1st Mortgage gold, \$25,000 p. m. ....	2,875,000	7*	— & —	New York.	1901	
1st Mortgage guar. by lessees....	640,000	8	May & Nov.	Boston.	1880	1st Mortgage.....	670,000	7	Jan. & July.	New York.	1881-91	
Kalamazoo & White Pigeon:					90	1st Mortgage end'd by State of Ga. ....	100,000	7	"	"	1890	
1st Mort. assumed by L.S. & M.S.:	400,000	7	Jan. & July.	New York.	1890	1st Mortgage not guaranteed ...						
Kan. City, St. Jo. & Coun. Bluffs:						Macon and Brunswick:						
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	N. Y. & Post.	1888	1st Mort. endorsed by Ga. ....	1,900,000	7	Jan. & July.	New York.	1877	
2d Mort. (" ").....	150,000	7	"	"	1888	1st Mort. ....	600,000	7	May & Nov.	"	1900	
1st Mort. (St. Jo. & C. B. 78 m.) ev't. fr. ....	1,400,000	10	March & Sept.	"	1892	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	
2d Mort. (" ").....	539,500	7	June & Dec.	"	1874	Equipment Mortgage.....	150,000	7	"	"	1879	
1st Mort. (Mo. Valley 130 m.):	1,500,000	7	Feb. & Aug.	New York.	1893	Macon and Western:						
1st Mort. (" ") gold.....	1,000,000	7*	"	"	1893	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	
Consolidated Mort. (260m.) conv. ....	687,000	8	March & Sept.	"	1893	Consolidated Mort. for \$7,500,000 .....	3,000,000	7*	April & Oct.	Boston.	1912	
Kansas City & Santa Fe (L.L. & G.):					1892	\$1,100,000 Loan, tax free.....	746,360	7*	Jan. & July.	"	1888	
1st Mortgage guar. by lessees....	2,000,000	10	May & Nov.	Boston.	1890	514,000	6	April & Oct.	"	1875		
Kansas Pacific:					1890	Extension (gold) Loan.....	491,000	6	"	"	1900	
1st Mort. (1st Div. 140 m.) gold....	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	41,100,000 (A. & Ken.) Loan.....	1,217,300	6	April & Oc.	Augusta.	1885	
1st Mort. (2d Div. 253.94 m.) gold....	4,068,000	6*	June & Dec.	"	1896	1st Mortgage (Ken. & P.):	1,149,300	6	"	Boston.	1895	
1st Mort. (3d D. 244.06m. & 3,000,000a)	6,455,000	7*	May & Nov.	"	1899	Consolidated (P. & K.) Loan.....	300,000	6	June & Dec.	"	1874	
1st Mortgage (1,000,000 acres)....	246,000	7*	March & Sept.	N. Y. & St. Lo.	1897	1st Mortgage (S. & K.):	260,000	6	April & Oct.	"	1876	
1st Mortgage (2,000,000 acres) gold....	1,321,000	7*	Jan. & July.	"	1893	2d Mortgage.....	633,000	6	Jan. & July.	"	1861	
2d Mortgage do. gold....	1,500,000	7*	March & Sept.	"	1896	1st Mortgage (L. & F.):	425,000	6	"	"	1861	
1st Mort. (Leavenworth Branch).....	800,000	7	May & Nov.	"	1898	Bath (Androscoggin) Loan.....	300,000	7	Jan. & July.	Boston.	1889	
2d Mortgage (Govt. Subsidy).....	6,303,000	8	Jan. & July.	"	1898	Mansfield & Framing (C. C. & F.):	200,000	7	"	"	1891	
3d Mortgage (Income).....	4,275,350	7	March & Sept.	"	1916	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1891	
Kent County (Del.):						Marietta and Cincinnati:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	
Kentucky Central:						1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1891	
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	"	1885	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1891	
Keokuk, Iowa C. & Minn. (T.W. & W.):						1st Mort. (Scioto & H. Val. R. R.):	300,000	7	May & Nov.	"	1890	
1st Mort. gold conv. (traffic guar. ....	2											

## AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Maryland and Delaware:						Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6 May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6 Jan. & July.	New York	1890	....	
2d Mortgage.....	150,000	6 June & Dec.	"	1889	....	Nashville and Decatur (L&Nash)	2,100,000	7 Jan. & July.	New York	1900	85	
Massillon & Cleve. (C.M. V. & D.)						1st Mortgage sinking fund, guar.	500,000	6* April & Oct.	Nashville	1887	....	
1st Mortgage guaranteed, gold..	100,000	7* Jan. & July.	New York	1890	....	2d Mortgage gold .....						
Mayaville and Lexington:						Naugatuck:						
1st Mortgage.....	500,000	7 Jan. & July.	New York	1890	....	1st Mortgage.....	112,500	7 Jan. & July.	Bridgeport	1876	....	
Memphis and Charleston:						Newark & New York (Gen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7 March & Sept.	New York	1880	86	1st Mortgage guar.....	600,000	7 Jan. & July.	New York	1891	....	
2d Mortgage.....	1,000,000	7 Jan. & July.	"	1883	....	Newark, Somerset & Straitsville						
Memphis and Little Rock:						1st Mortgage gold.....	800,000	7* May & Nov.	New York	1889	....	
1st Mortgage.....	1,300,000	8 May & Nov.	New York	1890	....	New Brunswick and Canada:						
Michigan Air Line:						1st Mortgage, Sterling £200,000..	972,000	6* May & Nov.	London	1887	....	
1st Mortgage (E.D.V.) \$15,000pm.						1st Mortgage for \$600,000.....		7 Jan. & July.	New York	1889	....	
Michigan Central:						New II., Middletown & Williman:	3,000,000	7 May & Nov.	New York	1889	....	
1st Mortgage, convertible.....	556,000	8 April & Oct.	New York	1882	....	1st Mortgage (coup. & reg.).....						
1st Mortgage, sinking fund conv.	2,179,000	8 " "	"	1882	10 1/4	New Haven & Northampton:						
Trust Mortgage for \$10,000,000..	7,000,000	7 Jan. & July.	"	1902	98	1st Mortgage.....	1,000,000	7 Jan. & July.	N. Y. & N.H.	1889	....	
1st Mort. (A.R.L.W.D.) ass'd	1,900,000	8 May & Nov.	"	1890	102 1/2	Convertible.....	400,000	6 April & Oct.	"	1880	....	
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8 " "	"	1886	....	Holyoke and Westfield bonds	2,000,000	7 " "	"	1891	....	
2d Mort. (" " ) guar.	500,000	8 March & Sept.	"	1879	94 1/2	New Jersey See United Compan'y.						
1st Mort. (Kal. & So. Hav.) t. f. guar	640,000	8 May & Nov.	"	1889	100	New Jersey Midland (N.Y. & O.M.):						
2d Mort. (" " ) guar..	70,000	8 " "	"	1880	....	1st Mortgage gold, guar.....	3,000,000	7* Feb. & Aug.	New York	1895	....	
Michigan Lake Shore:						2d Mortgage currency.....	1,500,000	7 " "	"	1881	....	
1st Mortgage.....	800,000	8 Jan. & July.	New York	1880	....	New Jersey Southern:						
Middleton, Unionv. & W. Gap(E):						1st Mortgage.....	2,000,000	7 May & Nov.	New York	1899	43	
1st Mortgage tax free.....	225,000	7 May & Nov.	New York	1886	....	1st Mortgage (Tom's Riv. Br.).....	120,000	7 March & Sept.	"	1888	....	
Midland of Canada:						Income Mortgage.....	750,000	7 April & Oct.	"	1881	....	
1st Mortgage sterling £235,000..	1,143,007	6* May & Nov.	London	1896	....	New Jersey West Line:						
Midland Pacific:						1st Mort. gold, for \$3,000,000.....		7* May & Nov.	New York	1900	....	
1st Mortgage gold, tax free.....	1,100,000	7* Feb. & Aug.	New York	1899	....	New London Northern(Vt. Cen.):						
Milwaukee and St. Paul:						1st Mortgage.....	300,000	6 March & Sept.	New York	1885	....	
1st Mortgage.....	5,514,000	7 Jan. & July.	New York	1893	92	1st Mortgage.....	200,000	7 Jan. & July.	"	1888	....	
2d Mortgage.....	1,191,000	7 April & Oct.	"	1884	78	N. Orleans, Jackson & Gt. North:						
1st Mortgage (E. Div. Palmer)..	791,500	8 May & Nov.	"	1874	....	1st Mortgage 1856.....	3,000,000	8 Jan. & July.	New York	1886	....	
1st Mort. (Iowa and Minn.)....	3,808,000	7 Jan. & July.	"	1897	79	2d Mortgage 1860, for \$3,000,000..	2,000,000	8 April & Oct.	"	1890	....	
1st Mortgage (Minn. Cent.)....	192,000	7 " "	"	1870	90	Income Mortgage, 1870 gold...	1,000,000	8* May & Nov.	"	1890	....	
1st Mortgage (Iowa & Dak.)....	1,008,000	7 " "	"	1870	82	N. Orleans Extension, 1870, gold	1,500,000	8 Jan. & July.	"	1890	....	
1st Mortgage (P. du Chien)....	3,674,000	8 Feb. & Aug.	"	1898	107 1/2	New Orleans, Mobile and Texas:						
2d Mortgage (P. du Chien)....	1,315,000	7 " "	"	1898	94	1st M.(N.Oto'l 227 m)sk fd.....	2,825,000	8 Jan. & July.	New York	1915	....	
Milwaukee City Loan.....	233,500	7 March & Sept.	"	1873	....	1st M.( " )sk fd.....	2,825,000	7 " "	N.Y. or Lond.	1915	....	
1st Mort. (Milw. & Win.)....	234,000	7 Jan. & July.	"	1891	....	2d Mortgage, endorsed by La...	2,825,000	8 " "	New York	1915	....	
Real Estate Purchase.....	148,500	7				New York and Boston:						
Milw. Manitowoc & Green Bay:						1st Mortgage gold, for \$3,000,000.....		7* May & Nov.	N. Y. & N. Q.	1889	....	
1st Mortgage for \$2,500,000.....						New York Central & Hudson R.:						
Milwaukee and Northern:						Debt Certif. (N. Y. Central).....	5,936,626	6 May & Nov.	New York	1883	96	
1st Mortgage for \$13,000 p.m. ....						Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7 Feb. & Aug.	"	1876	....	
Mineral Point:						Bonds for B. & N. S't.( " )	76,000	6 May & Nov.	"	1883	90	
1st Mortgage, Dec. 21, 1868....	320,000	10 Jan. & July.	New York	1890	....	Bonds for R. R. stocks( " )	592,000	6 " "	"	1883	91	
Minneapolis & Duluth (L.S. & M.)						Bonds for real estate( " )	162,000	6 " "	"	1883	94	
1st Mortgage gold, guaranteed.....	400,000	8* Jan. & July.	New York	1911	....	Bonds of 1854 renew'd( " )	2,900,000	6 June & Dec.	"	1887	95	
Minneapolis & St. L. (L.Sup. & M.)						1st Mort. (Hudson Riv.).....	200,000	7 Feb. & Aug.	"	1870	....	
1st Mortgage gold, guaranteed..	700,000	7* Jan. & July.	New York	1911	....	2d Mort. ( " )S. F. ....	1,894,000	7 June & Dec.	"	1885	....	
Minnesota and North Western:						3d Mort. ( " )S. F. ....	180,000	7 May & Nov.	"	1875	....	
1st Mort. gold, skd fd & tax free	20,000pm	7* Jan. & July.	New York	1895	....	Bonds of '71, tax free(N Y C & H).....	1,950,000	7 April & Oct.	"	1891	....	
Mississippi Central:						Consol. Mort. for \$40,000,000.....		7 " "	"	1902	....	
1st Mortgage.....	1,354,000	7 May & Nov.	New York	1891	....	1st Mortgage gold, for \$3,000,000.....		7* May & Nov.	N. Y. & N. Q.	1889	....	
2d Mortgage.....	2,000,000	8 Feb. & Aug.	"	1875	....	New York Central & Hudson R.:						
General Mort. for \$8,000,000 gold.		7* May & Nov.	"	1912	....	Debt Certif. (N. Y. Central).....	5,936,626	6 May & Nov.	New York	1883	96	
Mississippi, Ouachita & Red Riv.:						Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7 Feb. & Aug.	"	1883	90	
1st Mortgage gold.....	1,860,000	7* " "		1899	19 1/2	1st Mortgage.....	76,000	6 May & Nov.	"	1883	91	
1st Mort. Land Grant gold.....	1,000,000	7* " "		1903	....	2d Mortgage.....	592,000	6 " "	"	1883	94	
State (Ark.) subsidy \$10,000pm.	1,550,000	7 April & Oct.	"	1910	....	1st Mort. (1853).....	3,000,000	7 May & Nov.	New York	1883	96	
Mississippi and Tennessee:						Consolidated mortgage of 1863.....	1,754,000	6 Feb. & Aug.	"	1893	99	
1st Mortgage of April 1, 1856....	600,000	7 April & Oct.	New York	1876	....	Sinking Fund mortgage of 1861.....	111,850	7 Jan. & July.	"	1881	....	
Consolidated Mort. Sept. of 1866.	1,181,600	8 Jan. & July.	"	181-93	....	Bonds of 1853, unsecured.....	106,000	7 " "	"	1873	....	
Mississippi Valley and Western:						1st Mortgage for \$500,000.....	161,000	7 Feb. & Aug.	New York	1889	....	
1st Mortgage \$20,000 p. m. ....						1st Mortgage.....	1,059,500	7 April & Oct.	New York	1875	106	
Missouri, Iowa and Nebraska:						1st Mortgage.....						
1st Mortgage gold, sinking fund.						1st Mortgage gold, tax free.....	8,000,000	7 Jan. & July.	New York	1889	....	
Missouri, Kansas and Texas:						2d Mortgage convertible.....	2,500,000	7 May & Nov.	"	1898	....	
1st Mort. (U.Pac.S.Br.) skd fund	4,250,000	6* Jan. & July.	New York	1899	....	2d Mortgage non-convertible.....	1,500,000	7 " "	"	1898	....	
1st Mort. (Tebz. Nesho) S.F.gd	2,000,000	7* June & Dec.	"	1903	....	New York, Providence & Boston:						
Consol. Land Grant, skd fd gold	7,833,000	7* Feb. & Aug.	"	1904	....	1st Mortgage.....	132,000	6 Feb. & Aug.	New York	173-78	....	
Missouri River, Ft. Scott & Gulf:						Improvement Bonds.....	100,000	7 Jan. & July.	"	1870	....	
1st Mortgage Land skd fd, tax fr	5,000,000	10 Jan. & July.	New York	1899	....	Extension Bonds.....	250,000	6 May & Nov.	"	178-81	....	
2d Mortgage.....	2,000,000	10 April & Oct.	N. Y. & Bost.	1897	74 1/2	General Mort. for \$1,000,000.....	732,000	7 " "	"	1899	....	
Mobile and Girard:						1st Mortgage gold, \$35,000 p. m.						
1st Mortgage.....	377,500	7 Jan. & July.	New York	1876	....	Niles and New Lisbon:						
2d Mortgage.....	300,000	7 " "	"	1889	....	1st Mortgage.....	500,000	7 Jan. & July.	New York	1890	....	
Mobile and Montgomery:						1st Mortgage, guaranteed.....	414,350	6 March & Sept.	Boston	1854	....	
1st Mortgage endor. by Ala. gold	2,500,000	8* May & Nov.	New York	1900	....	Norfolk & Petersburg(A.M. & O.):						
1st Mortgage.....	6,000,000	6* May & Nov.	Mob. & Lond.	1882	....	1st Mortgage.....	906,000	8 Jan. & July.	New York	1877	....	
Interest bonds.....	804,400	8 " "	Mobile.	1877	....	1st Mortgage.....	157,000	7 " "	"	1877	....	
Interest bonds.....	371,800	8 " "	"	1883	....	2d Mortgage.....	458,000	8 " "	"	1893	....	
Interest (sterling) bonds.....	755,040	6* May & Nov.	London.	1883	....	N. York, West Shore & Chicago:						
2d Mort. (Income Liquidation). .	943,121	8 March.	Mobile.	1877	....	1st Mortgage gold, \$35,000 p. m.						
Montclair (N. Y. & O. Mid.)						1st Mortgage.....	7* April & Oct.					
1st Mortgage gold, guar.....	1,200,000	7* March & Sept.	New York.	1896	....	2d Mortgage.....	2,225,000	6 Jan. & July.	Philadelphia	1885	99	
2d Mortgage.....	400,000	7 " "	"	1900	....	Chattel Mortgage.....	5,000,000	7 May & Nov.	"	1896	102	
Income Mortgage.....	700,000	7 " "	"	1898	....	3d Mortgage skd fd.....	2,233,000	6 April & Oct.	"	1877	110	
Montgomery and Buffalo:						North Eastern (S. Car.):						
1st Mortgage end. by Ala. gold.	1,040,000	8* March & Sept.	New York.	1896	....	1st Mortgage of Sept. 1, 1869.....	820,000	7 March & Sept.	Charleston	1899	....	
1st Mortgage not endorsed....	300,000	8 June & Dec.	"	1900	....	2d Mortgage of Sept. 1, 1869.....	322,000	7 " "	"	1899	....	
Monticello:			</									

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Northern Pacific:						Perkiomen (Phila. & Rdg):							
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	31	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	83
Norwich & Worcester(B.H. & E.):						Perth Amboy & Woodbr.(C&A):							
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	...	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	...
Plain bonds.....	200,000	"	" "	"	1874	...	Petersburg:						
Machine shop &c., bonds.....	150,000	7	" "	"	1877	...	1st Mortgage (Instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	...
Nyack and Northern:						Philadelphia and Baltimore Cent.:							
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Penn. Div. 361 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	...
Ogdensburg and Lake Champlain:						1st Mortgage (Md. Div. 94 m.)	300,000	6	April & Oct.	"	1891	...	
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	93	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	...
Equipment Mortgage.....	200,000	8	" "	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	...	Loan of 1868.....	1,128,900	6	Jan. & July.	Philadelphia.	1893	80
Ohio and Mississippi:						Loan of 1870, convertible.....	28,000	7	" "	"	1890	...	
Consolidated 1st Mortgage, stg..	6,694,000	7*	Jan. & July.	New York.	1898	92	Mortgage Loan of 1857, conv.....	86,500	6	" "	"	1886	...
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	76	Mort. Loans of 1843-44 & 49	1,521,000	6	" "	"	1880	98
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	"	1874	...	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	...	Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	...
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	...	Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	...
Oli Creek and Allegheny River:						Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	...	
1st Mortgage (D.C. C. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1898	78	Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	104
1st Mortgage (War. & Fkin.).....	580,000	7	April & Oct.	"	1882	82	Consolidated Dollar registered.....	3,414,000	7	" "	"	1911	103
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	60	Mortgage (Gold or stg coup.)	7,000,000	6*	" "	Phil. or Lond.	1911	98
Old Colony and Newport:						Gold or stg reg. ....	663,000	6*	" "	"	1911	97	
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	98	Dollar coupon.....	332,600	6	" "	Philadelphia.	1911	...
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	New debent. loan, conv.....	6,690,935	7	Jan. & July.	"	1893	106
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	New improvement Mort. loan.....	6,631,615	6	April & Oct.	Phil. or Lond.	1897	...
Omaha and Northwestern:						Mortgage Loan, convertible.....	346,800	6	Jan. & July.	Philadelphia.	1884	111	
1st M. land grant, gold \$16,000pm						Loan of 1866.....	400,000	6	April & Oct.	"	1876	98	
Omaha and Southwestern:						Loan of 1867.....	1,000,000	6	" "	"	1887	...	
1st Mortgage \$20,000 p.m.....	1,000,000	8	June & Dec.	Boston.	1896	87	Pickering Valley (Phila. & Rdg):	330,300	7	April & Oct.	Philadelphia.	1900	...
Orange, Alexandria & Manassas:						1st Mortgage, guaranteed.....	4,000,000	7	Jan. & July.	Baltimore.	1898	89	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	50	1st Mort. (Balt. Loan) of 1865.....	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	67
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80	Consel. Mortgage for \$10,000,000.	3,000,000	6	monthly.	New York.	1884	72
3d Mort. "	598,000	8	May & Nov.	Richmond.	1873	83	1st Mort. (Stetb. & Ind.) conv.....	775,000	7	Jan. & July.	Philadelphia.	1890	...
4th Mort. "	574,000	8	March & Sept.	Alexandria.	1880	74	Pittsburg & Connellsville:						
Consolidated Mort. ....	1,648,500	7	Jan. & July.	New York.	1882	80	1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	89
Orange and Newark:						2d Mort. (Balt. Loan) of 1865.....	1,000,000	6	" "	"	1886	...	
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	...	1st Mort. (Turtle Cr. Div. 10 m.)	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
Osage Valley & Southern Kansas:						Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Oshkosh & Miss. (M. & S. P.):						1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...	
Oswego and Rome (B.W. & O.):						1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...	
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...
Income Mortgage.....	500,000	7	May & Nov.	New York.	1918	...	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...
Oswego and Syracuse (D.L. & W.):						1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...	
1st Mortgage, guaranteed.....	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	101
Ottawa, Oswego & Fox River:						2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	...	
1st Mortgage guar. by (C.B. & Q.)	183,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	...
Owensboro' and Russellville:						2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	...	
1st Mortgage for \$1,500,000.....	1,260,000	8	Jan. & July.	Boston.	1900	99	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	...
Pacific of Missouri (Atl. & Pac.):						3d Mortgage (Series M).....	2,000,000	7	June & Dec.	"	1912	94	
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	78	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1870	...
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	72	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	...
Income Bonds.....	1,500,000	7	" "	"	1892	...	Plymouth, Kankakee & Pacific:						
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1885	...	1st Mortgage for \$3,600,000.....	7	Jan. & July.	1901	...		
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & Oct.	New York.	1887	...	1st Mort. (Maine Section) gold.....	7*	May & Nov.	New York.	1889	80	
1st Mortgage (Lea. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	...	1st Mort. (Stetb. & Ind.) gold, for \$4,300,000	800,000	6*	Jan. & July.	Boston.	1900	...
Paducah and Memphis:						1st Mort. (Vt.) gold, for \$2,300,000	300,000	6*	May & Nov.	"	1901	...	
1st Mortgage gold for \$2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	...	1st Mort. of 1863 .....	250,000	6	Jan. & July.	Portland.	1883	...
Panama:						1st Mort. of 1863 .....	700,000	6	Jan. & July.	Portland.	1887	...	
1st Mortgage, stg £19,350 .....	93,847	7*	April & Oct.	London.	1875	...	1st Mort. (Portland Loan) skg fd.....	350,000	7	April & Oct.	Boston.	1887	...
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	...	1st Mort. Sept. 1, 1871 for \$450,000	7	March & Sept.	"	1891	...	
Paris and Decatur:						Port Royal (S. C.):							
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	...	1st Mort. gold, skg fd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	...
Paterson and Newark (Eric.):						1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	...	
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	Poughkeepsie and Eastern:						
Pekin, Linc. & Decatur (TW & W):						1st Mort. gold, conv. & tax free.....	800,000	7*	Jan. & July.	New York.	1910	...	
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mort. gold, guar. by Co. Co.	800,000	6	Jan. & July.	Providence.	18	...
Pemberton & Hights. (UC of NJ):						Providence and Worcester:							
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	...	1st Mortgage.....	300,000	6	Jan. & July.	Philadelphia.	1882	...
Pemberton & N. York (N.J.S.):						1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	89	
1st Mortgage, guaranteed.....	500,000	7	...	New York.	...	Quincy, Alton and St. Louis:							
Peninsular Railway:						1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	...	
1st Mortgage gold (S.Y. 1st series)	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	...	1st Mortgage gold,...	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	...
1st Mortgage gold (S.Y. 2d series)	979,000	7*	" "	"	1900	...	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	...
Pennsylvania:						Pennsylvania Coal:							
1st Mortgage (Harr. to Pbg)....	4,970,000	7	Jan. & July.	Philadelphia.	1880	101	1st Mort. gold, skg fund.....	150,000	7	Jan. & July.	Troy.	1873	...
2d Mortgage ("")....	2,583,600	6	April & Oct.	"	1875	98	2d Mortgage.....	300,000	7	" "	"	1880	...
2d Mortgage ("") stg. ....	2,282,240	6*	" "	London.	1875	98	3d Mortgage.....	150,000	7	" "	"	1887	...
General Mortgage (coupl. & reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90	1st Mort. (Sara & Whiteh.)	400,000	7	March & Sept.	New York.	1886	...
State lien for \$17,500,000, skg fd	5,854,700	5	April & Oct.	Harrisburg.	1872-'90	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & N. 7.	"	1890	...	
Pennsylvania Coal:						1st Mort. (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	...	
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	...	Richmond and Danville:						
Pennsylvania and Delaware:						1st Mort. gold, conv. & tax free.....	600,000	6	Jan. & July.	Richmond.	1873	...	
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	...	Virginia State, Loan, skg fund.....	157,800	6	" "	"	1875	...
Income Mortgage.....	316,000	7	March & Sept.	"	1891	...	Virginia State, Guar. bonds.....	1,722,000	6	May & Nov.	New York.	1881	...
Pennsylvania & New York (L.V.):						Consolidated Mortgage.....	87,777	6*	Jan. & July.	London.	1875	...	
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	103	2d Mortgage.....	265,500	8	" "	Richmond.	1881	...
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1900	...	3d Mortgage.....	1,72,800	7	" "			

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage, (W.R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	1891	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	" "	"			1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.		7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1890	80	Domestic Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
1st Mort. (Cal. & Barling).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (" ").....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000 pm	....	8				
Calais Loan (Lewey's Island).....	130,000	5	June & Dec.	"	1878	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....	2d Mort. ....	200,000	7	" "	"	1889	....
1st M. (W.D.) land grant, g'd tax fr.		8*	" "	" "	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87	1st Mort., endor. by Ala. gold.....	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78	1st Mortgage gold, assumed.....	7,159,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis, Conn. Bluff & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	63
1st Mortgage, gold \$16,000.....		7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
St. Louis, Jacksonville & Chic. (Ca. & C.):							South Side, Va. (A.M. & O.):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....	2d preferred bonds.....	617,000	6	" "	"	'84-'90	65
St. Louis, Kansas City & North:							3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
1st Mortgage (late North Mo.):	6,000,000	7	Jan. & July.	New York.	1901	82	Southern Central:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
1st Mortgage gold, guaranteed.....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							1st Mortgage land grant tax free.....	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
1st M. (Evans D.) gold skg f'd, con.	1,000,000	7	" "	" "	1896	....	Southern (Cal.) Pacific:						
St. Louis and St. Joseph:							1st Mortgage gold for \$28,000,000.	5,750,000	6*				
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
St. Louis, Van. & T. H. (T.H. & L.):							2d Mortgage gold.....	88,000	7*	" "	"	1880	....
1st Mortgage, guaranteed.....	1,800,000	7	Jan. & July.	New York.	1897	....	South Western (Con. of Ga.):						
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
2d Mortgage (B.) convertible.....	1,000,000	7	" "	" "	1898	....	1st Mortgage (Muscogee) conv.....	300,000	7	" "	"	'72-'76	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	1st Mortgage end. by S. Car. ....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
1st M. land gr. gold skg f'd, endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Springfield & Illinois S. Eastern:						
St. Paul and Pacific 1st Division:							1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Ang.	New York.	1900	....
1st Mort. (St.P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	" "	1892	....	Springfield and Northwestern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....	1st Mortgage gold, skg fund.....	20,000 pm	7*	Feb. & Aug.	New York.	1901	....
General Mort. (R. R. & L. & D.) sig.	2,023,000	7	Jan. & July.	" "	1892	....	Staten Island:						
1st M. (W. Line) R. R. & L. & D.	1,000,000	7	" "	" "	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
2d M. (W. Line) R. R. & L. & D.	6,000,000	7	" "	" "	1892	....	Sterling Mountain:						
St. Paul and Sioux City:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1874	....
1st Mortgage \$16,000 p. m. ....	2,000,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	" "	1890	....	1st Mortgage.....	600,000	6	Jan. & July.	Boston.	1875	....
St. Paul, Stillwater & Taylor F.:							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage for \$450,000.....							Sullivan and Erie:						
Salem (W. Jer.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Summit Branch:						
Salem and Lowell (B. & L.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90	1st Mortgage.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Sand, Mansfield & Newark (C.O.):							1st Mortgage, \$16,000 p. m. ....	8					
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Superior and St. Croix:						
San Fran., Oakland & Alameda:							1st Mortgage, \$16,000 p. m. ....	8					
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....		Superior and Northwestern:						
Baratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m. ....	8					
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Suspens. Brid. & Erie Junc. (Eric):						
Savannah, Griffin and North Al.:							1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
Savannah and Memphis:							1st Mortgage.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	1st Mortgage.....	8					
Echenecady & Susq. (D.H. & Can.):							1st Mortgage.....	8					
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Seaboard and Roanoke:							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	100	Syracuse and Chenango Valley:						
Elmira, Marion and Memphis:							1st Mort. gold, for \$600,000.....	....	7*	Feb. & Aug.	New York.	1891	....
1st M. gold gr. by Ala. \$16,000pm.		8*	April & Oct.	New York.	1890	....	2d Mortgage.....	1,300,000	7	April & Oct.	New York.	1891	....
Elmira, Rome and Dalton:							1st Mort. gold, skg fund.....	1,406,000	7	May & Nov.	New York.	1903	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,163,000	7*	June & Dec.	New York.	1897	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....	Terre Haute & Indianapolis:						
Equipment Mortgage.....	230,000	10	" "	" "	1881	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Shamokin Valley & Pottsville (N.C.):							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	89	Tioga:						
Glebeysgan and Fond du Lac:							1st Mortgage.....	1,800,000	7	June & Dec.	Philadelphia.	1872	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (E. Div.) 110 m. ....	1,800,000	7	Feb. & Aug.	New York.	1894	85
Glenning and Allegheny:							1st Mortgage (W. Div.) 117 m. ....	1,800,000	7	" "	"	1896	79
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage (W. Div.) 117 m. ....	1,800,000	7	April & Oct.	"	1886	67
Shepaug Valley (C.L.):							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1886	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1889	....	Consol. Mort. 227 m. \$6,500,000.						

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Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where	Due.	Price.				When.	Where	Due.	Price.
Toledo, Wabash and Western:							Western Maryland:						
1st Mortg. (Tol. & Ill., 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	93	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	81
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	"	1890	....	1st Mort. endor. by Balt.	200,000	6	" "	"	1890	95
1st M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	" "	1888	93	2d Mort.	300,000	6	" "	"	1890	94
1st Mort. (Quincy & Tol 34 m.)	500,000	7	May & Nov.	" "	1890	88	2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90	2d Mortgage preferred.	800,000	6	" "	"	1895	61
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....	3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	96
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	89	Western Pacific (Cen. Pac.):						
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	82	1st Mortgage assumed, gold.	2,735,000	6*	Jan. & July.	New York.	1899	57
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	78	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.).	2,700,000	7	F. M. A. & N.	" "	1907	73	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	83	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1890	....
Consol. 2d mort. (500 m.) gold..	5,000,000	7*	Feb. & Aug.	" "	1893	....	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$6,000,000 .....	3,275,000	7	Jan. & July.	New York.	1898	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):	500,000	6	Jan. & July.	New York.	1873	....	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, guaranteed.....	180,000	6	" "	"	1878	....	1st Mortgage, Jan. 1, 1866 .....	1,000,000	6	Jan. & July.	"	1896	95
Tuckerton:							Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	101
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	West Wisconsin:						
Union Pacific:							1st Mort. land gr. gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84
1st Mortgage gold, tax free.....	27,287,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85	Whitehall & Plattsburg (M. & P.):						
2d Mortgage (Gov. subsidy).....	27,236,000	6	" "	"	'96-'99	85	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	" "	1899	80	Wicomico and Pocomoke:						
Income Mortgage.....	7,563,000	10	March & Sept.	" "	1874	85	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....	Williamson and Tarboro':						
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	....	Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	'96-7-8	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	68
Union Pacific, S. Br. (M.K. & T.):	3,595,000	6*	Jan. & July.	New York.	1899	....	Wilm., Charlotte & Rutherford:						
1st Mortgage gold, skg fund.....							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
Union & Titusville (O.C. & A. Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	Wilmington and Reading:						
United Companies of New Jer.:							1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	83
Sinking Fund sterling £228,000.	1,268,080	6*	Jan. & July.	London.	1880	....	2d Mortgage coupon or regis.....	723,600	7	Jan. & July.	"	1902	79
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98	Wilmington and Weldon:						
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1883 (" " " ")	450,000	6	" "	"	1878	....	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1896	90
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	97	Wilmington and Western (Del.):						
Consolidated(mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	99	1st Mortgage, Jan. 1, 1872 .....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Sterling Loan £369,200.....	1,846,000	5*	March & Sept.	London.	1894	....	Winona & St. Peter (C. & N. W.):						
Sterling Loan £380,000.....	1,800,000	6*	" "	"	1888	....	1st Mortgage \$20,000 p. m. ....	2,750,000	7	Jan. & July.	New York.	1890	80
Loan of 1888	154,000	6	" "	"	1887	....	2d Mortgage \$12,000 p. m. ....	1,565,000	7	May & Nov.	"	1890	....
Bond to State of New J. (N.J.C.):	100,000	7	Feb. & Aug.	New York.	1887	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	....
Bond to State of N. Jer. (U.C.o's)	500,000	7	" "	"	1894	....	Wisconsin Central:						
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....	1st M. L. G. gold S. F. #25,000pm .....	7*	Jan. & July.	Boston.	1901	....	
Utica and Black River:							Worcester (Md.):						
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
Utica, Chen. & Susq. Val. (D&H.C.):							Worcester and Nashua:						
1st Mortgage.....		7	"	"	"	....	Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	" "	"	1890	....
1st Mortgage gold, skg fund.....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....	CANAL BONDS:						
Vermont Central:							Chesapeake and Delaware:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	21	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
2d Mortgage consolidated.....	1,500,000	7	" "	"	1891	74	Chesapeake and Ohio:						
1st Mort. (Stan. Sheff. & Ch. R. R.):	443,800	7	Jan. & July.	" "	1887	60	Maryland Loan sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Guar. Stock (Vt. & Ca.R.R.):	795,500	8	Juns & Dec.	" "	1887	80	Sterling, Loan guaranteed.....	4,375,000	5*	" "	London.	1890	....
Equipment Mortgage.....	1,000,000	8	May & Nov.	" "	'76-'77	74	Preferred Bonds (next item) .....	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Equipment Mortgage.....	1,000,000	8	" "	"	1889	78	Delaware Division (L.C. & N.):						
Vermont and Massachusetts:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92	Delaware and Hudson:						
Convertible bonds, tax free.....	200,000	7	" "	"	1879	99	1st Mort. (1st series, Nov. 1, 1867. ....	1,500,000	7	May & Nov.	New York.	1877	....
Vermont Valley (Rutland):							2d Mort. (2d series, July 1, 1869. ....	3,500,000	7	Jan. & July.	"	1884	104
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	3rd Mort. (3d series, Jan. 1, 1871. ....	5,000,000	7	" "	"	1891	105
1st Mortgage.....	114,000	6	" "	Boston.	1860	....	Delaware and Raritan See U'd Co's.						
2d Mortgage.....	293,200	7	" "	New York.	1859	....	Lehigh Coal and Navigation:						
Vicksburg and Meridian:							Mortgage Loan reg. ....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94
1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage Loan reg. ....	2,016,000	6	F. M. A. & N.	"	1897	95
General { 2d series (blue).....	850,000	7	" "	"	1890	....	Mortgage (equip.) Loan, gold .....	4,944,000	6*	June & Dec.	"	1897	96
Mortgage { 3d series (black).....	154,000	7	" "	"	1890	....	Convertible Loan, gold .....	922,000	6*	March & Sept.	"	1894	98
Special Loan 1871.....	1,273,000	7	April & Oct.	" "	1880	....	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	87
Vineland:							Monongahela Navigation:						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
Virginia & Tennessee (A.M. & O.):							Morris (and Banking):						
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	....	1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	96
Enlarged Mortgage.....	990,000	6	" "	"	1884	....	2d Mortgage.....	235,000	6	" "	"	1876	96
4th Mortgage.....	846,000	8	March & Sept.	" "	1900	82	Boat Loan, sinking fund.....	236,965	7	" "	"	1885	98
Registered Certificates.....	123,208	8	Jan. & July.	" "	"	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....	
Funded Interest.....	204,200	8	" "	"	1880	....	Pennsylvania:						
Income Mortgage (fundable).....	112,500	8	" "	"	1886	....	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
Wallkill Valley (Erie):							1st Mortgage (W. Val. Can.).....	600,000	6	" "	"	1878	....
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct.	New York.	1910	....	1st Mortgage (Erie Canal).....	743,654	7	" "	"	1866	....
Ware River (Vt. Cen.):							Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
1st Mortgage gold, for \$750,000..	462,000	6*	June & Dec.	New York.	1890	....	Schuylkill Navigation (Ph. & Rdg.):						
Warren (D. L. & W.):							1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	...
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882	77
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	" "	1900	....	Plain Bonds.....	85,222	6	" "	"	1876	75
Warren & Franklin (O.C. & All R.):							Improvement bonds.....	260,000	6	May & Nov.	"	1870	

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

\* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that head; "Railroad" in that head, "Railroad," "Land Grant Railroads are printed in "Railroads." State-line Railroads are distinguished by a "•".

## A abstract of General Balance Sheet.

Railroad.	Freight.			Passenger.			Operations.			Earnings.			
	Cars.	B. M. E.	Pass.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Liabilities.	Gross.	Net	
Years ending.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	
Sept. 30, 1872	2,131.0	3	4	306 Adirondack.....	2,298,892	7,000,000	3,762,000	820,000	1,968,750	60,2	100,425	100	
May 31, 1872	266.0	5	6	100 Alabama and Chattanooga.....	10,900,000	***	2,700,000	7,885,000	3,000,000	266.0	***	100	
Dec. 31, 1872	61.3	6	7	101 Alabama Central Y.....	1,600,000	***	2,000,000	4,167,000	621,000	62.1	423,821	7	
Sept. 30, 1872	14.6	8	9	124 Albany and Schenectady (D. & H.).....	7,468,072	***	5,000,000	4,167,000	1,600,000	101	944	100	
Sept. 30, 1872	21.2	10	11	21 Alexandria and Frederickburg.....	2,500,000	***	5,000,000	4,167,000	610,000	51.0	132.0	100	
Jan. 31, 1873	61.0	2	3	21 Alexandria and Valley.....	13,200,000	***	2,256,380	12,389,000	510,000	51.0	229,188	90	
Jan. 31, 1873	132.0	0	1	117 Allegheny and Pennsylvania.....	446,900	***	567,544	579,681	356	51.0	960,684	50	
Nov. 30, 1872	35.8	1.6	2	117 Allentown.....	1,147,225	***	15,000,000	15,000,000	96,000	30.5	21,918	50	
Dec. 31, 1872	20.5	5	10	43 Indianapolis and Erie.....	2,000,000	***	246,018	150,000	816,000	44,320	30.4	100	
Dec. 31, 1872	57.0	2	28.0	Arkansas Central (3 H.).....	2,000,000	***	8,016,000	10,964,500	670,000	26,778	17,198	12	
Mar. 31, 1873	23.6	1.9	1.9	117 Atchison, Topeka & Santa Fe.....	20,000,000	***	620,000	283,400	44,605	1,000	5,000	100	
Nov. 30, 1872	466.0	0	23.3	200,000	117 Athol and Enfield.....	7,655	44,400	1,222,000	22,000	86.7	10,566	8	
Sept. 30, 1872	30.4	0.9	3	117 Atlanta and West Point.....	1,200,129	***	1,222,000	22,000	20,000	19.1	21,302	100	
June 30, 1872	86.7	8.9	6	117 Atlanta and Great West, N.Y. Penn. & O. Georgia.....	1,092,234	***	1,222,000	22,000	20,000	19.1	38,299	100	
Sept. 30, 1872	31.7	38.2	149.3	117 Atlanta and Great West, N.Y. Georgia.....	1,092,234	***	24,000,000	5,992,240	1,222,000	1,222,000	10,000	10,000	
Dec. 31, 1872	227.0	110.0	166.5	117 Atlantic and Gulf.....	16,311,650	***	4,479,677	3,264,700	330,991	16,311,650	8,670	100	
Sept. 30, 1872	406.0	20.0	316,100.0	158.2	117 Atlantic, Mississippi and Ohio.....	8,718,937	***	6,921,900	14,389,843	1,000	1,000	3,525	100
May 31, 1872	95.0	4.8	10	117 Atlantic and North Carolina.....	2,000,000	***	1,600,000	200,000	1,000	1,000	114,541	11	
Dec. 31, 1872	384.0	0	182	117 Atlantic and Missouri & Ind. Ter. ....	182,000	***	15,000,000	12,000,000	1,000	1,000	100	100	
Nov. 30, 1872	149.5	1.5	16.2	117 Atlantic and St. Lawrence, M.E., N. & V. Massachusetts.....	7,651,080	***	3,948,900	3,485,648	201,080	1,000	4	100	
Nov. 30, 1872	63.0	0.7	7	117 Augusta and Savannah.....	900,000	***	738,700	129,000	1,000	1,000	7,100	100	
Sept. 30, 1872	19.1	0.9	2	117 Avon, Genesee and Mount Morris.....	245,000	***	184,250	20,000	20,000	19.1	17,297	100	
Nov. 30, 1872	57.2	2.0	4.1	117 Bald Eagle Valley.....	502,700	***	680,000	471,300	20,000	63.2	120,391	5	
Sept. 30, 1872	379.6	0	388.205	117 Baltimore and Ohio.....	52,904	***	16,704,762	12,166,639	700,875	26,152,260	10,654,472	100	
Sept. 30, 1872	379.6	0	388.205	117 Baltimore and Ohio.....	52,904	***	1,650,000	1,250,000	62,300	280,000	82,064	100	
Sept. 30, 1872	30.9	0	39.9	117 Baltimore Branch.....	1,090,000	***	5,686,656	5,625,500	1,000	1,000	114,541	100	
Sept. 30, 1872	103.5	0	21.8	117 Baltimore and Potowmack.....	2,850,000	***	1,600,000	5,000,000	1,000	1,000	36,000	40	
Dec. 31, 1872	32.0	0	3.2	117 Belfast and Moosehead Lake.....	900,000	***	680,000	250,000	1,000	1,000	835,380	100	
Dec. 31, 1872	33.4	2.2	6.7	117 Belvidere Delaware.....	987,300	***	986,300	2,744,500	1,228,128	67.0	21,046	100	
Sept. 30, 1872	67.0	0	30.21	117 Berkshire.....	8,000	***	600,000	20,000	20,000	60,192	17,297	100	
Sept. 30, 1872	22.0	0	6.7	117 Binghamton and Corning.....	600,000	***	1,222,000	22,000	20,000	19.1	120,391	5	
Sept. 30, 1872	181	46.113	502,700	117 Boston and Albany.....	18,890,442	4,411,338	1,071,046	2,104,438	19,244,336	153,849	5,287,012	100	
Sept. 30, 1872	206.6	48.0	316,100.0	117 Boston and Gardner.....	1,660,000	***	30,324	4,023	786,240	12,147	2,457,576	100	
Sept. 30, 1872	25.2	2.0	9.0	117 Boston, Clinton and Fitchburg.....	1,090,000	***	110,050	104,775	98,736	91,586	85,157	100	
Sept. 30, 1872	42.9	0	21.2	117 Boston, Concord and Montreal.....	646,032	***	1,800,000	1,050,000	1,000	441,746	447,766	100	
Mar. 31, 1873	93.6	0	12.8	117 Boston and Lowell.....	975,000	***	918,500	322,159	1,000	1,000	192,186	100	
Sept. 30, 1872	63.6	16.0	314,405	117 Boston and Providence.....	2,092,345	2,092,345	2,096,559	2,096,559	1,000	374,417	1,949,688	100	
Sept. 30, 1872	80.3	8.5	61,102	117 Brockville and Ottawa.....	975,000	***	525,442	525,442	1,000	1,000	1,293,969	100	
Sept. 30, 1872	65.0	14.0	44.5	117 Buffalo and Philadelphia.....	1,090,000	***	6,816,834	1,016,862	1,000	1,000	1,215,990	100	
Dec. 31, 1872	75.0	12.0	44.4	117 Buffalo, Bradford and Pittsburg.....	2,647,004	***	773,642	253,320	1,000	1,000	1,000	100	
Dec. 31, 1872	172.0	0	12.0	117 Buffalo, Bradford and Pittsburg.....	12,000,000	***	1,200,000	1,200,000	1,000	1,000	1,000	100	
Sept. 30, 1872	28.0	0	2.0	117 Buffalo, Corinth and Pittsburg.....	2,889,500	***	1,228,717	585,000	1,000	1,000	40,600	100	
Sept. 30, 1872	48.2	4.3	7	117 Buffalo, Corinth and Pittsburg.....	2,889,500	***	665,902	280,400	1,000	1,000	100	100	
Sept. 30, 1872	142.0	12.7	7	117 Buffalo, Corinth and Pittsburg.....	2,889,500	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	117.0	5.9	24	117 Buffalo, Corinth and Pittsburg.....	3,064,271	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	219.0	79.0	10	117 Buffalo, Corinth and Pittsburg.....	3,064,271	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	120.0	6.0	100.0	117 Burlington and Southwestern, Iowa & Mo. ....	7,600,000	***	1,000	1,000	1,000	1,000	100	100	
Feb. 28, 1873	158.0	0	143.0	117 Carroll and Fulton.....	3,000,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	160.0	8.0	92.9	117 Carroll and Vincennes.....	10,000,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	60.0	5.0	11.46	117 Camden and Amboy.....	9,458,325	***	5,847,800	1,785,800	1,000	1,000	100	100	
Dec. 31, 1872	72.0	7.2	4.3	117 Camden and Atlantic.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	23.0	0	2.0	117 Camden and Burlington Co. - New Jersey.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	117.0	0	11.46	117 Canada and Regisville.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Jun. 30, 1873	229.5	63.0	28.2	117 Canada Southern.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	171.6	0	22.4	117 Carthage, Waterford & Sack Harbor.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	18.0	0	0.5	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	20.0	4.0	8.0	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	14.8	0	8.10	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	117.0	0	18.0	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Jun. 30, 1873	229.5	63.0	28.2	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	171.6	0	22.4	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	271.6	2.4	22	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	172.0	0	16.0	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	192.0	0	29.7	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	202.0	0	16.0	117 Central of Georgia.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	22.0	4.0	3.9	117 Central of Long Island.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	227.0	61.7	211.8	117 Central of Long Island.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	137.0	0	24	117 Central of Long Island.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	187.0	31.2	40	117 Central of Long Island.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Dec. 31, 1872	137.0	0	24	117 Central of Long Island.....	1,000	***	1,000	1,000	1,000	1,000	100	100	
Sept. 30, 1872	14.8	0	2	117 Cedar Falls and Minnesota River.....	1,000</td								

Sept. 30, 1872	53,611	28	22	10	409	Cheatre, Pennsylvania.	2,357,707	361,600	160,000	200,564	2,153,360	866,200	28,992	88,1	100
						Chester Valley.	1,373,100	500	500	955,000	5,446,630	3,265,426	303,773	118,370	
Dec. 31, 1872	242,000	117,4	144	74	24	2,912 Chicago and Alton Illinois.	14,627,712	1,388,501	11,365,300	6,446,630	3,265,426	303,773	6,448,1	112,256	122,234
Dec. 31, 1872	698,625	247,2	258,1	172	62	4,049 Chicago, Burlington and Quinney Illinois.	56,048,400	4,635,731	26,221,642	602,466	8,329,470	1,469,1	1,469,1	10,102	(Philadelphia and Reading R.R., Co.)
Dec. 31, 1872	60,0	6,0	6	4	2	329 Cincinnati, Clinton and Dubuque Iowa.	2,480,000	1,000,000	960,000	1,600,000	1,600,000	1,600,000	1,600,000	100,102	(Ozone in D. 1872)
Dec. 31, 1872	110,0	76,0	12,0	20	20	5,965 Chicago, Danville and Vincennes Indiana.	6,875,666	221,107	2,976,000	3,326,000	345,058	110,100	110,100		
Dec. 31, 1872	76,0	3,7	5	4	2	165 Cincinnati and Louisville Kentucky.	6,875,666	10,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	73,0	3,7	5	4	2	165 Cincinnati and Louisville Kentucky.	6,875,666	10,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	117,0	14,0	14	8	3	410 Chic., Dubuque and Minnesota Iowa.	6,560,000	100,000	2,800,000	4,425,000	1,400,000	1,400,000	1,400,000		
Dec. 31, 1872	80,0	8,0	8	3	3	310 Chicago and Iowa.	6,560,000	100,000	2,800,000	4,425,000	1,400,000	1,400,000	1,400,000		
May 31, 1873	81,3	11	16,0	8,0	15	310 Chicago, Iowa and Nebraska Illinois.	4,100,000	1,000,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	110,0	10,0	20	20	20	180 Chicago and N. Westn. Illinois.	5,000,000	1,000,000	4,200,000	8,100,000	1,000,000	1,000,000	1,000,000		
Aug. 31, 1872	1,983,0	1,983,0	2,000,0	120,0	268	277 86 Chicago and N. Westn. Illinois.	5,985,400	1,000,000	1,188,400	6,380,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	67,0	183,0	183,0	183,0	183,0	183,0 Chicago and Paducah Kentucky.	1,800,000	1,000,000	1,350,000	640,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	60,0	6,0	6,0	100,0	100,0	100,0 Chicago, Peoria and South-Western Illinois.	1,800,000	1,000,000	1,350,000	640,000	1,000,000	1,000,000	1,000,000		
Mar. 31, 1873	483,000	120,6	142,8	197	66	3,940 Chicago, Rock Island and Pacific Illinois.	7,889,906	210,000	8,972,000	154,351	4,589,083	666,0	4,340,995	94,67,734	
Mar. 31, 1873	336,0	120,6	142,8	197	66	3,940 Chicago, Rock Island and Pacific Illinois.	7,889,906	210,000	8,972,000	154,351	4,589,083	666,0	4,340,995	94,67,734	
Dec. 31, 1872	260,0	32,0	16,9	16,0	16,0	16,0 Chicago and South-Western Iowa & Mo.	13,500,000	1,000,000	1,688,501	1,688,501	1,688,501	1,688,501	1,688,501		
Dec. 31, 1872	260,0	32,0	21,0	21,0	21,0	21,0 Cincinnati and Baltimore Ohio.	1,105,455	1,327,251	700	2,000,000	3,300,000	3,300,000	3,300,000		
Mar. 31, 1873	91,5	7,0	3,0	3,0	3,0	3,0 Cincinnati and Baltimore Ohio.	1,105,455	1,327,251	700	2,000,000	3,300,000	3,300,000	3,300,000		
Mar. 31, 1873	98,0	25,0	7,2	19	9	6 368 Cincinnati, Hamilton and Dayton Ohio.	1,187,145	1,327,251	1,689,230	222,945	1,689,230	1,689,230	1,689,230		
Dec. 31, 1872	379,0	1,9	1,9	1,9	1,9	1,9 Cincinnati and Muskingum Ohio.	500,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	448,4	12,8	12,8	12,8	12,8	12,8 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Mar. 31, 1873	38,0	12,8	12,8	12,8	12,8	12,8 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	36,5	2,0	2,0	2,0	2,0	2,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	12,0	2,0	2,0	2,0	2,0	2,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	140,0	14,0	14,0	14,0	14,0	14,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0 Cincinnati and Muskingum Valley Ohio.	5,672,971	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		
Dec. 31, 1872	80,0	8,0	8,0	8,0	8,0	8,0									

## **RAILROAD SHARE LIST, including Mileage, Debts, Income, Dividends, &c., &c.**

"[An asterisk (\*) occurs in the column headed "Rolling Stock" to indicate that the count does not include rolling stock owned by a subsidiary railroad, such as the *State-of-Railroad*, which is distinguished by a vertical line (|) preceding the name.]

## Abstract of General Balance Sheet

Value of Shares.		Market. Par.		Dividends.		Net.		Gross.		Freight.		Passen- gers.		Trains Moved.		M.		M.		Number.		Tons.		P. c.			
Properties.		Accounts.		Assets.		Surplus Income.		Accounts.		Bonds.		Stocks.		Railroad Operated.		Stocks.		Bonds.		Accounts.		Assets.		Accounts and Cash.		Liabilities.	
Companies.		Railroad.		Rolling Stock.		694,565.		384,284.		3,297,300.		6,389,000.		1,048,809.		1,244,673.		283,3.		888,227.		508,278.		1,145,118.		446,659.	
Freight.		8,766,602.		1,135,131.		6071 <i>Fist and Pere Marquette</i> , Michigan.		8,766,602.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.			
B. M. E.		556.0.		556.0.		8.		8.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.			
Pass.		556.0.		556.0.		8.		8.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.			
Engines.		M.		M.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Railroad in progress.		M.		M.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
2d Track and Sidings.		M.		M.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Branch Line.		M.		M.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Main Line.		M.		M.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Years ending		M.		M.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Running stock.		M.		M.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Existance of certain balance effects.		M.		M.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Michigan.		8,766,602.		1,135,131.		8,071 <i>Fist and Pere Marquette</i> , Michigan.		8,766,602.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.		5,19.			
New York.		9,621,158.		284,371.		8.		8.		8.		8.		8.		8.		8.		8.		8.		8.			
Connecticut.		493,732.		31,900.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Massachusetts.		3,020,900.		313,900.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Rhode Island.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
New Hampshire.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		33.		33.		33.		33.		33.		33.			
Vermont.		1,182,062.		182,062.		33.		33.		33.		33.		3													

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## **RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (...) signify "not ascertained."

### Abstract of General Balance Sheet

Sept. 30, 1872	43.41	6	919 Providence and Worcester, R. I. & Mass.	666,568	125,566	2,000,000	500,000	220,920	10,000
Nov. 30, 1872	13.6	1	920 Providence, Warren and Bristol, R. I. & Md.	1,645,079	73,936	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	21.0	1	921 Queen Anne and Kent Co., Md.	353,000	32,200	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	41.7	1	922 Quincy, Alton and St. Louis, Ill.	1,560,000	165,300	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	9.7	1	923 Raleigh and Gaston " North Carolina.	1,560,000	165,300	2,000,000	500,000	220,920	10,000
Jan. 31, 1873	44.0	3	924 Raleigh and Augusta, Air Line " N. Car.	1,343,211	89,785	2,000,000	500,000	220,920	10,000
Sept. 30, 1873	71.0	10.0	925 Rensselaer and Saratoga " N. Y.	7,459,625	39,681	2,000,000	500,000	220,920	10,000
Sept. 30, 1872	140.6	6.5	926 Richmond and Danville " Virginia.	5,100,406	211,461	2,000,000	500,000	220,920	10,000
Sept. 30, 1872	76.6	11.4	927 Richmond, Frederick and Potowmack " Va.	2,622,927	12,126	2,000,000	500,000	220,920	10,000
Sept. 30, 1872	22.6	2.8	928 Richmond and Petersburg " Va. N.C.	1,265,640	86,833	2,000,000	500,000	220,920	10,000
Sept. 30, 1872	32.3	2	929 Richmond and York River " Va.	1,265,640	86,833	2,000,000	500,000	220,920	10,000
Sept. 30, 1872	1.7	—	930 Rochester and Genesee Valley " N. York.	671,303	65,960	2,000,000	500,000	220,920	10,000
June 30, 1872	251.9	25.5	931 Rochester, Rock Island and St. Louis, Ill.	15,480,570	213,157	2,000,000	500,000	220,920	10,000
June 30, 1872	1.2	—	932 Rome " Georgia.	235,235	20,500	2,000,000	500,000	220,920	10,000
Sept. 30, 1872	141.1	2.0	933 Rome, Waterbury and Ogdensburg, N. Y.	4,000,000	2,580,844	2,000,000	500,000	220,920	10,000
Jan. 31, 1873	120.0	26.0	934 Rutland " Vermont.	5,757,502	1,236,719	2,000,000	500,000	220,920	10,000
June 30, 1872	225.0	19.0	935 St. Joseph and Denver City " Kan. & Neb.	11,188,320	420,925	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	6.0	6.1	936 St. Lawrence and Ottawa " Canada.	1,050,000	3,203	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	180.0	29.0	937 St. Louis, Alton and Terre Haute, Illinois.	11,708,400	565,130	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.2	—	938 St. Louis and Iron Mountain " Missouri.	1,188,213	30,224	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.7	—	939 St. Louis and New York River " Va.	1,265,640	65,960	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	940 Rochester, Rock Island and St. Louis, Ill.	15,480,570	213,157	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.6	—	941 Rutland " Vermont.	235,235	20,500	2,000,000	500,000	220,920	10,000
Jan. 31, 1873	120.0	26.0	942 St. Louis, Kansas City & Northern Mo. & Ia.	28,134,446	2,369,044	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	64.0	5.0	943 St. Louis, Vandalia & Terre Haute " Ill.	5,984,227	228,001	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	120.0	26.0	944 St. Paul and Sioux City " Minnesota.	1,188,053	3,723,063	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.2	—	945 St. Paul and Sioux City " Minnesota.	1,150,560	54,019	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	946 Savannah, Albany and Gulf " Ga.	2,344,600	1,088,796	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	310.0	45.0	947 Savannah and Charleston " S. Car. & Ga.	2,388,966	2,988,900	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	18.0	—	948 Savannah and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.2	—	949 Seaboard and Charlotte " N. C.	2,288,966	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	950 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	951 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	952 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	953 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	954 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	955 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	956 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	957 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	958 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	959 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	960 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	961 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	962 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	963 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	964 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	965 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	966 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	967 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	968 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	969 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	970 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	971 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	972 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	973 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	974 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	975 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	976 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	977 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	978 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	979 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	980 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	981 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	982 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	983 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	984 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	985 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	986 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	987 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	988 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	989 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	990 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	991 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	992 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	993 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	994 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	995 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	996 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	997 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	998 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	999 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,000 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,001 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,002 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,003 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,004 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,005 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,006 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,007 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,008 Seaboard and Roanoke, Va. & N. Carolina.	1,488,400	2,046,460	2,000,000	500,000	220,920	10,000
Dec. 31, 1872	1.0	—	1,009 Seaboard and Roanoke, Va. & N. Carolina.	1,488					

## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus  
(†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			
		Rate.	Paid.	Market Price.	P. c.
<b>RAILROAD STOCKS:</b>					
Atlantic and Great Western, pref...	10,000,000	\$ p.c.	p.c.	p.c.	p.c.
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	7	7
" " " guar.	276,200	7	7	7	7
Atlantic and Pacific, preferred	10,000,000	7	14	14	14
Atlantic and St. Lawrence, * guar...	3,994,900	4	4	4	4
Baltimore and Ohio, * preferred...	3,552,800	5	105	105	105
Berkshire, * guaranteed	600,000	7	7	7	7
Blossburg and Corning, * guaranteed	250,000	5	5	5	5
Boston, Concord and Montreal, pref.	800,000	6	84	84	84
Buffalo, New York and Erie, * guar.	950,000	7	7	7	7
Catawissa, * pref. and guar...	1,159,500	7	87	87	87
Camden and Amboy, * guaranteed	5,847,800	10	120	120	120
Camden and Atlantic, preferred...	763,549	7	31	31	31
Cayuga and Susquehanna, * guar...	889,110	9	9	9	9
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7	7	7
Central of New Jersey, * guar...	20,000,000	10	105	105	105
Central Ohio, * preferred	411,560	5	90	90	90
Chemung, * guaranteed	380,000	6	6	6	6
Cheshire, preferred	2,183,200	7	81	81	81
Chicago and Alton, * preferred	2,425,400	10	107	107	107
Chicago, Iowa & Nebraska, * guar...	3,916,300	6	95	95	95
Chicago and North-Western, pref...	21,289,563	7	66	66	66
Cinc., Sand. and Cleveland, pref...	429,000	6	6	6	6
Cleveland and Mahoning, * guar...	2,059,200	7	7	7	7
Cleveland and Pittsburgh, * guar...	11,236,150	7	87	87	87
Cumberland Valley, 1st preferred...	" 2d preferred	243,000	8	8	8
Dayton and Michigan, pref. & guar.	922,400	8	8	8	8
Delaware, * guaranteed	1,315,390	6	6	6	6
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	6	6
Dubuque and Sioux City, * guar...	5,000,000	3	65	65	65
Dubuque South-Western pref...	690,315	8	8	8	8
Eastern (N. H.) * * guaranteed	492,500	6	62	62	62
Elmira, Jeff. and Canad. * guar...	500,000	5	5	5	5
Elmira & Williamspr', pref. * guar...	500,000	7	76	76	76
Eric Railway, preferred	8,536,910	7	60	60	60
Eric and Pittsburgh, * guar...	2,000,000	7	7	7	7
Evansville and Crawfordsville, pref.	100,000				
Hannibal and St. Joseph, pref...	2,167,700	7	32	32	32
Harrisburg and Lancaster, * guar...	1,182,550	7	102	102	102
Housatonic, preferred	1,180,000	8	98	98	98
Huntington and Broad Top Min, pref.	190,750	7	32	32	32
Jeff. Mad. & Indianapolis, * guar...	2,000,000	7	7	7	7
Joliet and Chicago, * guar...	1,500,000	7	35	35	35
Joliet and Northern Indiana, * guar...	300,000	8	8	8	8
Little Miami, Col. and Xenia, * guar...	6,394,450	8	8	8	8
Louisv., Cincinnati and Lex, pref...	851,000	9	9	9	9
Marlotta and Cincinnati, 1st pref...	9,101,650	6	172	172	172
" " " 2d pref.	4,436,250	6	9	9	9
Mich. Southern, (Lake Shore) guar...	533,500	10	10	10	10
Mill Creek, * guaranteed	323,375	10	10	10	10
Milwaukee and St. Paul, preferred	10,825,777	7	58	58	58
Mine Hill, * guaranteed	3,856,450	8	105	105	105
Montclair, * guaranteed	2,000,000	7	8	8	8
Morris and Essex, * guar...	15,000,000	7	944	944	944
Nesquon Valley, * guar...	2,000,000	10	107	107	107
Newark and New York, * guar...	1,000,000	7	7	7	7
Newcastle and Beaver Valley, * guar...	605,000	10	10	10	10
New Jersey, * guaranteed	7,295,200	10	120	120	120
New London Northern, * guar...	971,400	10	10	10	10
New York & Harlem, * pref. & guar...	1,500,000	8	127	127	127
" " " com. & guar...	8,500,000	8	126	126	126
Niagara Br. & Canandaigua, * guar...	1,000,000	6	6	6	6
North Eastern (S. C.), preferred	105,000	8	8	8	8
Northern New Jersey, * guar...	1,000,000	8	8	8	8
Norwich and Worcester, * guar...	2,823,400	10	127	127	127
Ogdensburg & Lake Champh., * guar...	3,077,000	7	5	5	5
" " " pf. & guar...	2,000,000	8	83	83	83
Ohio and Mississippi, preferred	4,050,000	7	50	50	50
Oswego and Syracuse, * guar...	1,144,400	9	9	9	9
Panama, guaranteed	7,000,000	12	109	109	109
Paterson and Hudson, * guar...	650,000				
Pemberton and Hightstown, * guar...	342,000	6	6	6	6
Peoria and Bureau Valley, * guar...	1,200,000	8	8	8	8
Philadelphia and Erie, preferred	2,400,000				
Phil., German'tn & Nor'st'n, * guar...	2,281,900	12	175	175	175
Philadelphia and Reading, * pref...	1,551,087	10	10	10	10
Philadelphia and Trenton, * guar...	1,259,100	10	120	120	120
Pittsburg, Ft. Wayne & Chic., * guar...	22,214,235	7	94	94	94
Pittsfield and North Adams, * guar...	450,000	5	6	6	6
Portland, Saco & Portsmouth, * guar...	1,500,000	10	113	113	113
Rochester & Genesee Valley, * guar...	557,500				
Rutland, * preferred and guaranteed	4,300,000	7	33	33	33
St. Louis, Alton & Terre Haute, * guar...	2,468,400	7	33	33	33
St. Louis, Jacksonv. & Ch., pf. & guar...	1,054,100	7	7	7	7
St. Louis, Kansas City & Nor, pref...	12,000,000	7	25	25	25
Shamokin V. & Pottsville, * guar...	576,000	5	5	5	5
Toledo, Peoria & Warsaw, 1st pref...	1,700,000	7	71	71	71
" " " 2d pref.	1,000,000	7	71	71	71
Toledo, Wabash and Western, pref...	1,800,000	7	7	7	7
Warren, * guaranteed					
<b>CANAL STOCKS:</b>					
Delaware Division, * guar...	1,633,350	8	8	8	8
Delaware and Raritan, * guar...	5,847,500	10	10	10	10
Morris, preferred and * guaranteed	1,175,000	10	122	122	122
" " com. and * guar...	1,685,000	4	49	49	49
Sedgwick Navigation preferred...	2,806,977	6	25	25	25

## New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 22.

Th.16. F.17. Sat.18. M.20. Tu21. W.22.

Boston, Hart. & Erie.....	14	14	....	14
Canton Co.....	....	....	....	....
Central Pacific 6s.....	96	95	95	95
Central of N. Jersey.....	104	104	105	105
Chicago & Alton.....	103	....	....	....
" pref. ....	....	....	....	....
" I.M. ....	....	....	....	....
" S. F. ....	....	....	....	....
" Ind. bds. ....	95	....	....	....
Chicago, Burl. & Q. ....	103	....	....	....
" 1883	....	....	....	....
Chic. & Northwestern 51½	51	51	48½	48½
" pref. ....	69	67½	64	68½
" 1st M. ....	101	101	....	101
" S. F. ....	....	....	....	....
" Consol. ....	91	90	....	....
" 1 M. ....	....	....	....	....
" 2 M. ....	....	....	....	....
" 3 M. ....	....	....	....	....
" 4 M. ....	....	....	....	....
" 5 M. ....	....	....	....	....
" 7s. con. gold....	....	....	....	....
Great Western 2d mort....	82	82	....	....
Hammond & St. Joseph. 32	31	....	28½	28½
" pref. ....	36	....	33	33
" conv. 81	....	....	....	....
Hudson River.....	....	....	....	....
" 2 M. S. F. ....	....	....	....	....
" 3 M. 7s. 1875....	....	....	....	....
Illinois Central.....	....	....	101	....
" 7s. ....	....	....	....	....
Lake Shore & Mich. S'th. 74½	74½	75	73½	74½
Marietta & Cin. 1st pref....	....	....	....	....
Michigan Central 70	74	76	74	73½
" S.F. 1882....	....	....	....	....
M. S. and N. I. 1 M. S. F. ....	....	....	....	....
" 2 M. ....	....	....	....	....
Millw. and St. Paul....	41	41	41	39
" pref. ....	60	59	59	58
" 1st mort....	....	....	....	....
" 2d mort....	....	....	....	....
" 8s....	....	....	....	....
N. Y. Cen. & Hud. Riv. 98	97½	97½	97½	96½
" S.F. 1876....	....	....	....	....
" 6s. S.F. 1883 95....	....	....	96	....
" S.F. 1887....	....	....	....	....
N. Y. H. & St. J. iss. 91	91	....	95	94½
Morris and Essex 94½	....	....	94½	94½
" 1st mort....	....	106½	106½	107
" 2d mort....	....	101	101	101
N. Y. Cen. 6s. old....	....	....	75	....
" new....	....	....	....	....
Ohio and Miss. 29	29½	29½	27½	25½
" pref. ....	....	....	....	....
" 2d M. ....	....	....	....	....
Pacific Mail S. S. Co. 44½	44½	43½	40	41½
Panama 107	106	106	102	102
Pitts. Fl. W. & Chi. ltd. 94	94	....	92½	94½
" 1 M. ....	....	....	....	....
" 2 M. ....	....	....	....	....
" 3 M. ....	....	....	....	....
Quicksilver Mining Co. ....	....	....	....	28
St. L. Alton & T. H. ....	....	....	....	....
" pref. ....	....	....	....	....
" 1 M. ....	....	....	....	....
" 2 M. pref. ....	....	....	87	....
" Income bds. ....	....	....	....	78
Tennessee 6s. old....	....	....	....	....
" new....	....	....	85	85
Tol. Wab. & Western. 44½	44½	45	42	42½
" pref. ....	....	....	....	....
" 1 M. ....	....	....	88	89
" 2 M. ....	....	....	88	89
" Equipment....	....	....	....	....
" St. Lou. Div. 83½	....	....	83½	83½
" 1st mort. ....	86½	86½	86	85½
" L. Gt. 7s. ....	81	80	80	80
" Inc. 10s. ....	87	85½	86	85½
" new....	....	....	....	....
" consol....	....	....	50	....
" def. cert....	....	....	....	....

## New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 22.

Th.16. F.17. Sat.18. M.20. Tu21. W.22

FEDERAL STOCKS:-	U. S. 5s, 10-40s, reg....	114½	....	....
" 5s, 10-40s, coup....	116	....	115	....
" 5s, 1881, coup....	114½	....	115	....
" 6s, 1881, reg....	121	....	121	....
" 6s, 5-20s, reg. '62	115	....	....	....
" 6s, 5-20s, reg. '64	116	....	116	....
" 6s, 5-20s, reg. '65	117	....	117	....
" 6s, 5-20s, c. 1864	120	....	120	....
" 6s, 5-20s, c. 1865	121	....	121	....
" 6s, 5-20s, r. n. '65	119	....	119	....
" 6s, 5-20s, n. '65	119	....	119	....
"				

**Boston Stock Exchange.**

Actual Sale Prices for the week ending Apr. 22.

	Th.	16.	F.	17.	Sat.	18.	M.	20.	Tu.	21.	W.	22.
Boston and Albany	140	141	137	137	137	137	136					
Boston and Lowell	106	106	106	106	106	106	106					
Boston and Maine	109	109	109	109	109	109	109					
Boston and Providence	151	151	151	151	151	151	151					
Boston, Hartford & Erie	75	75	75	75	75	75	75					
Cheshire, pref.	80	80	80	80	80	80	80					
Chi., Burl. & Quincy	103	102	103	102	103	102	102					
Concord	137	137	137	137	137	137	137					
Connecticut River	65	65	65	65	65	65	65					
Eastern	68	68	68	68	68	68	68					
Fitchburg	124	124	124	124	124	124	124					
Manchester & Lawr'ce	77	75	75	75	75	75	75					
Michigan Central	112	112	112	112	112	112	112					
Northern, N. H.	50	50	50	50	50	50	50					
Ogdens. & Lake Champh.	83	83	83	83	83	83	83					
Old Colony	112	112	112	112	112	112	112					
Ph. Wil. & Baltimore	55	55	55	55	55	55	55					
Portl'd, Saco & Ports.	113	113	113	113	113	113	113					
Union Pacific	84	84	84	84	84	84	84					
" 6s.	84	84	84	84	84	84	84					
" Land Grant 7s.	80	80	80	80	80	80	80					
" Income 10s.	84	84	84	84	84	84	84					
Vermont & Canada	41	41	41	41	41	41	41					
Vermont & Mass.	82	82	82	82	82	82	82					
South Boston (Horse)	99	99	99	99	99	99	99					
Cambridge	99	99	99	99	99	99	99					
Metropolitan	45	45	45	45	45	45	45					
Middlesex	112	112	112	112	112	112	112					
Central Mining Co.	23	23	23	23	23	23	23					
Copper Falls	21	21	21	21	21	21	21					
Franklin National	35	35	35	35	35	35	35					
Quincy	36	36	36	36	36	36	36					

**London Stock Exchange.**

	Closing	Prices—
	April 2.	Mar. 27.
Atlantic & Gt. W. 1st mort., \$1,000..	60	62
Do. 2d mort., \$1,000.....	40	42
Do. Com mort. B'nds Bisch's Cert.	20	21
Do. Reorg. Scrip.....	—	—
Do. Leas. Linen Rental Bonds....	73	76
Detroit & Milwaukee 1st mort. Bonds	60	65
Do.	55	55
Erie shares 100 dol. all paid....	35	35
Do. 6 per cent Convertible Bonds..	94	95
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	91	93
Illinoian Central \$100 shares all paid..	93	94
Do. Redemption mort. Bonds 6 p.c.	98	100
Illinois & St. Louis Bridge 1st mort.	98	100
Marietta and Cincinnati Rail. Bonds.	95	98
Michigan Central 8s 1882, conv....	88	92
Panama 2d mort.....	68	69
Panama General mort.....	98	100
Pennsylvania, 2d mort.....	98	99
Do. General mort.....	98	99
Do. \$50 shares.....	46	47
Philadelphia and Erie 1st mort.....	94	96
Do. with option to be paid in Phila.	97	98

**American Railroad Journal.**

Saturday, April 25, 1874.

**Stock Exchange and Money Market.**

The Money market has been unusually active during the week, chiefly in the call loan line, and toward the close. The extraordinary depression and irregularity of values at the Stock Exchange, and the consequent urgent needs of the Stock brokers stimulated the demand for Money, and carried the price of temporary accommodation on Monday and Tuesday of the current week up to 7 per cent currency, and, in exceptional instances, however, the same figure in Gold. The latest negotiations indicated excitement and less stringency, with a partial return to 4@5 per cent, on advances to the more prominent firms. The banks were less liberal of aid to the speculative borrowers. The discount market has been comparatively steady, with the best grades of short rate commercial paper in demand within the range of 5@7 per cent per annum. The City banks have again been gainers in the deposit line, while reducing their loan and discount averages; and the U. S. Sub-Treasury at this port has lost slightly in the line of its currency reserves, while gaining handsomely in the coin hoard. The U. S. Sub-Treasury in this city closed the week with a

currency balance of \$36,549,845 or \$481,838 less than the preceding week; and a coin hoard of \$57,040,504, or \$1,552,583 more than on the previous return. The City banks, in their last weekly exhibit, indicated a further reduction in their specie and legal tender averages. The City bank exchanges, during the week, were \$500,297, 393, or a daily average of \$88,382,899. The customs revenue of the port, during the week, was \$2,292,289, of which \$2,159,289 were in coin certificates. The deposits of the City banks show an increase of \$147,200; the legal tender notes a reduction of \$409,300, and the specie reserve of \$621,800. The banks contracted their loan and discount average \$201,600, and enlarged their circulation \$42,500. The City banks reported their average of gold last week at \$23,213,600, and their greenback average at \$55,163,900. Their deposits stood at \$238,838,000. The loan item was about 293½ millions. The circulation was about 26½ millions.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349 millions.

Government has received about 78½ millions from internal revenue, thus far in the current fiscal year.

Gold has been quoted firmer, on a moderately active movement, mainly speculative, the custom inquiry having been restricted, while the export drain has been light. The extremes of the price have been 113½@114¾, closing at 113½ as against 113¾ on Wednesday of the preceding week. The specie outflow, last week, was \$503,781. The imports of specie at this port since Jan. 1, have been \$1,218,000, against \$1,058,888 same time last year. The customs demand for Gold last week ave aged \$394,333 a day. Foreign Exchange has been quoted higher on a limited offering of prime bills, but has not been active.

Bankers' sixty day bills on London closed on Wednesday at \$4 86; sight bills on London, at \$4 89. The week's exports of Domestic Produce have been to the currency value of \$4,309,253.

Government securities have been quoted a trifle stronger in price, on a fair business, chiefly on investment account, checked, in part, by the very meagre offerings of the favorite issues. U. S. sixes of 1881 closed on Wednesday of this week at 121½@121¾; U. S. Five-Twenties of 1862, 118½@118¾; U. S. Five-Twenties of 1864 at 120½@120%; U. S. Five-Twenties of 1865, 121½@121¾; U. S. Five-Twenties of 1866 consolidated, 119½@119¾; U. S. Five-Twenties of 1867, 120%@120%; U. S. Five-Twenties of 1868, 120½@120%; U. S. Ten-forties at 115½@115¾; U. S. Fives of 1881, (Funding Loan) 116½@116¾; Six per cent. currency Sixes from 116½@117.

State and Railway bonds have been rather more inquired for since our last, but at variable rates. Central Pacific first mortgage six per cents have been in fair request, closing firmly at 95@95%. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been moderately sought after, closing at 55. Railway and miscellaneous share property has been unusually active, but the speculation has been very severely against values, the decline on Monday having been full 5@10 per cent in prominent instances, followed by a very feverish market on Tuesday and Wednesday. The depression on Monday was most notable in the

instances of the Columbus, Chicago, and Indiana Central Share, which fell from 30½@30¾, to 20, on the reported failure of the clique said to have been engaged in the manipulation of this stock for higher figures, and the suspension of the brokerage house, represented as acting for the clique. The heavy fall in the stock weakened and deranged the course of the whole market.

The import entries of Foreign Merchandise at New York, including dry goods, amounted for the past week to \$9,269,815, against \$12,346,613 same week last year. The exports of domestic produce are \$4,309,253, as against \$6,947,560, last year. The exports of Gold and Silver, \$503,781, as against \$842,603 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to \$2,370,000, as against \$2,307,931, same week last year.

General business has shown more animation in the produce line, with Cotton, Breadstuffs, Provisions, Naval Stores and Petroleum generally quoted stronger. The trade in foreign merchandise also shows some increased activity, with more firmness in Groceries and Hides. The Metal trade rules about steady as to values, but is devoid of spirit. The Iron trade is extremely tame, with Eglinton Pig Iron quoted at \$36@\$37.

Glenarnock, \$39; Coltness, \$44; No. 1 American Pig at \$35; No. 2 do. at \$31@\$33; Forge, \$29@\$31; English Rails at \$55@\$60, gold; American Rails at works, \$60@\$65; Old Rails, \$40@\$41. Wrought Scrap, \$40@\$42 50. The Ocean freight market has been quoted stronger, on a lighter offering of room on berth and charter, checking operation.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 37½; Atlantic and Pacific R. R. pref., 14; St. Louis, Kansas City and Northern pref., 25; Boston, Hartford and Erie 1st mort., 27; Milwaukee and St. Paul 1st mort. LaC. div., 88½; do. I. & M. div., 79; Chicago and Northwestern consol. gold bonds, 84½; Clev., Col., Cin. and Ind 1st mort., 103; Lake Shore and Michigan Southern 7s, consol., coupon, 97¾; do. reg., 96½; Buffalo and Erie 7s, new, 96½; New York Central 1st mort., 105¾; Western Pacific bonds, 87½; Michigan Central 7s, 98; Central of New Jersey 7s, 1902, conv., 108; Union Pacific S. F. bonds, 7½; Albany and Susquehanna 1st mort., 103½; do. 2d mort., 97; Del., Lack. and Western 7s, conv., 104; Indianapolis, Bloomington and Western 1st mort., 80; Cedar Falls and Minnesota 1st mort., 77½; Clev., Paines. and Ash. 7s, new, 95; Detroit, Monroe and Toledo, 1st mort., 100; Cleveland and Toledo 7s, new, 98; St. Louis and Iron Mt. 1st mort., 96; Toledo, Peoria and Warsaw 1st mort., W. D., 79; Joliet and Chicago 1st mort., 107; Western Union Telegraph, 73½; do. 7s, 100; Am. Dist. Tel., 57½; Atlantic and Pacific Tel., 15½; U. S. Exp., 67½; Adams Exp., 97½; Am. Exp., 62½; Wells-Fargo Exp., 79; Spring M. Coal, 65; N. Y. State 7s, B. L. reg., 106½; Tennessee 6s, old, ex-coupon, 65; do. new, do., 64½; South Carolina 6s, new, Jan. and July, 7½; Brooklyn 6s, W. L., 94; do. 7s, P. L., 103.

Philadelphia.—Pennsylvania R. R. div. scrip, 98½; Catawissa new pref., 34; Nesquehoning Val-

ley R. R., 53½; Huntingdon and Broad Top Mt. R. R. 8; do. pref., 16; do. 1st mort., 101½; do. 2d mort., 94; West Jersey R. R. 7s, 101; Lehigh Nav. conv. gold loan, 98½; Susq. Canal 6s, 78½; Allegheny Valley 7 3 10s, 92½; Phila. and Reading Gen'l mort. 7s, coupon, 104; do. 7s, new, conv., 106½; do. 6s, 1844-'80, 98; do. 7s, 1899, 103½; Pennsylvania and New York 7s, 103; Westchester and Philadelphia 7s, 101½; Junction R. R. 2d mort., 90; Wilmington and Reading 1st mort., 83½; Pittsburg, Cinc. and St. Louis 7s, 67½; Chesapeake and Delaware Canal 6s, 87½; Philadelphia and Reading C. & I. mort., bonds 89; Belvidere Delaware 2d mort., 88; do. 3d mort., 82½; Shamokin Valley and Pottsville 7s, 89½; Pennsylvania State coupon 5s, 1882, 101. The latest quotations are: City 6s, 101½@101½; do. free of tax, 103½@103½; Pennsylvania State 6s, 2d series, 105½@106; do. 3d series, 109@109½; Philadelphia and Reading 56½@57; do. Gen'l mort. 7s, coup., 103½@104½; do. reg., 103½@104; do. mort. 6s, 1880, 98@100; do. new, conv. 106@106½; do. 7s, 1898, 103@103½; United New Jersey R. R. and Canal Co., 121½@121½; Camden and Amboy mort. 6s, 1889, 99½@100; Pennsylvania R. R., 51@51; do. div. scrip, 98½@99; do. 1st mort., 100½@101½; do. 2d mort., 98@100; do. general mort. coupon, 90@91; do. reg., 98½@98½; Little Schuylkill R. R., 46@46½; Morris Canal, 48@50; do. pref. 121@123; do. 6s, 96@100; Susquehanna Canal, 5@9; do. 6s, 72@75; Schuylkill Nav., 6½@6½; do. pref., 12½@12½; do. 6s, 1882, 76½@77½; do. 1872, 87@88½; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 97@100; do. 6s, 63@65; Lehigh Coal and Navigation, 43½@43½; do. 6s, 1884, 9 3½@94½; do. R. R. Loan, 95½@96; do. Gold Loan, 95½@96; North Pennsylvania, 45@46; do. 6s, 98½@99; do. 7s, 102@102½; do. Chattle 10s, 104@108; Philadelphia and Erie, 19½@20½; do. 6s, 89½@90; do. 7s, 87@87½; Minehill, 52½@—; Catawissa, 15½@17; do. pref. 43@44; do. 7s, 1900, 101½@101½; Lehigh Valley, 60¾@61; do. 6s, new coupon, 100@101; do. reg., 101@102; do. 7s, 103½@103½; Fifth and Sixth streets (horse) 56@57; Second and Third, 60@61; Thirteenth and Fifteenth, 21½@21½; Spruce and Pine, 27@28; Green and Coates, 47@50; Chestnut and Walnut, 60@60½; Hestonville, 19@21; Germantown, 23@26.

**Boston.**—Fitchburg R. R. 7s, 105; Burlington and Missouri River R. R. in Nebraska, 58; do. 8s, in Nebraska, new, 94½; Jackson, Lansing and Saginaw 8s, 1891, 99½; Old Colony 7s, 1894, 104½; Kalamazoo, Allegan and Grand Rapids 8s, 95; Boston and Maine 7s, 1894, 103½; Burlington and Missouri River R. R. in Iowa, 99½; do. Land Grant 7s, 97½; Vermont Central 1st mort., 21; Vt. Central and Vt. and Canada 8s, 78; Iowa Falls and Sioux City 1st mort. 7s, 1917, 81½; Nashua and Lowell 6s, 1898, gold, 102½; Chicago, Dubuque and Minnesota 8s, 41; Boston, Clinton and Fitchburg 8s, 1882, 90½; Mississquoi R. R. 1st mort. 7s, 52; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 51½; Cedar Rapids and Missouri 7s, 1916, 83½; Chicago, Burlington and Quincy 7s, new, 97; New Bedford R. R., 110%; Chicago, Iowa and Nebraska R. R., 95½; Cincinnati, Sandusky and Cleveland R. R., 7½; Norwich and Worcester R. R., 127½; Indianapolis, Cincinnati and Lafayette R. R., 9; Rutland pref., 38; do.

scrip, No. 5, 75; do. No. 4, 78; do. No. 3, 80; do. No. 2, 82; do. No. 1, 85½; Conn. and Passumpsic Rivers R. R., 74; Housatonic pref., 98½; Nashua and Lowell R. R., 134½; Boston Water Power Co., 11; Cary Imp., 6½; Waverly Land, 3½; New Hampshire 6s, 1894, 100; Boston 6s, 1880, currency, 99½; Portland 6s, 97; Cambridge 6s, 1883, 97½; Providence 5s, 93½; Chicago 7s, 1880, 99½; St. Louis 6s, 1880, 88; Cincinnati 7 3-10s, 1891, 103; Cleveland 7s, 1882, 99; Hartford 6s, 1893, 96½; Allouez Mining Co., 7½; Calumet and Hecla, 135½; Mesnard, 1; Petheriek, 2½; Rockland, 1½.

**Baltimore.**—Orange, Alex. and Manassas 7s, 80½; Richmond and Danville 1st mort., 70½; Orange and Alex. 4th mort. 8s, 74½; do. 2d mort. 6s, 80½; Western Maryland 6s, guar. by Washington Co., 83½; do. 2d mort. guar. by Baltimore, 94½; Virginia consols, ex-coupon, 48; Virginia consols, coupons, 79. The latest quotations are: Wilmington, Columbia and Augusta bonds, 66@69; Wilmington and Weldon, 66½@67; do. 7s, gold, 90@94; Pittsburg and Connellsburg 7s, 1898, 89@89½; Baltimore and Ohio, 165@170; do. 6s, 1875, 100@100½; do. 1880, 98½@99½; do. 1885, 96½@97½; Parkersburg Branch, 5@10; Northern Central, 85½@86; do. 6s, 1885, 92@93; do. 1900, 87@88; do. 6s, 1900 gold, 89@90; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100½@101; do. 2d mort. 7s, 92½@92%; do. 3d mort. 8s, 77½@78; Central Ohio, 42½@43½; do. pref., 41@45; do. 1st mort., 89@89½; Western Md., 1@3; do. 1st mort. 6s, 1890, 81@90; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort. guar., 92@95; do. 2d mort. pref., —@60; do. 2d mort. guar. by Washington Co., 83@84; Richmond and Danville 1st mort., 70½@70½; Orange and Alexandria 1st mort. 6s, 89@90; do. 2d mort. 6s, 80½@80½; do. 3d mort. 8s, 83@85; do. 4th mort. 8s, 75@75½; Orange, Alex. and Manassas 7s, 80½@81½; Virginia and Tennessee 1st mort. 6s, —@—; do. 2d mort. 6s, 70@74; do. 8s, 81½@84; Baltimore 6s, 1875, 96½@96%; do. 1884, 98@98; do. 1886, 98½@99½; do. 1890, 97@97½; do. 1893, 97@98; do. 1893, exempt, 97½@97%; do. 1900, 97½@97%; do. 1900 new, 98@99; do. 1902, 98@98½; Memphis City 6s, 49@50½; Maryland Defense Loan, 1888, 105@105½; Virginia 6s, old, 32@35; do. new, 43@50; do. consol. 6s, 50@50½; do. coupons, 79@79½; West Virginia, 10½@11½; City Passenger R. R., 15½@17; George's Creek Coal, 130@140.

**C** The bill passed in the lower house of the Virginia Legislature "to provide for the interest on the public debt" passed the Senate on the 17th, and awaits the Governor's signature. It directs the board, consisting of the Governor, the two auditors, and the treasurer, to pay the interest in certain proportions at such times as they may deem proper, not exceeding four per cent, and having regard to the condition of the treasury. It is very cautious in its provisions, and keeps entirely out of the question all danger of draining the treasury.

**C** The receipts of the Eastern Railroad Company for freight during the month of March exceed that of the month of February by \$18,000. The receipts for February were largely in excess of those for the month of January.

#### BANKING-HOUSE OF FISK & HATCH.

##### No. 5 NASSAU ST.

We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which, at present prices, are very desirable for investment.

We are also selling the CENTRAL PACIFIC GOLD SIX PER CENT. LAND BONDS at 85 and accrued interest, secured by first mortgage on nearly 12,000,000 acres of the company's lands in California, Nevada, and Utah.

#### FISK & HATCH.

##### Southern Connections.

The Baltimore American says in regard to the through route crossing Virginia:

There is a report that some negotiations in regard to arrangements as to southern connections are afoot. The Baltimore and Ohio Railroad controls the Orange and Alexandria Railroad, extending to Lynchburg, Va. The same road is building a road from Lynchburg to Danville, where it will strike the Richmond and Danville road, controlled by the Pennsylvania road. B. a change of gauge on a short extent of road a magnificent through connection to Atlanta, Mobile and New Orleans may be effected. The line is, however, largely controlled by the Pennsylvania Company, and it was rumored that some proposition as to a connection with it was made by the Baltimore and Ohio at the late conference, but from a careful inquiry it cannot be discovered that anything more than an intimation that it would be desirable to effect some arrangement was made.

**C** The Boston and Lowell Railroad began, last Thursday, weighing at Framingham the cars from the West loaded with grain and lumber destined for Lowell and Taunton, and found an excess of 15,000 pounds in one car over the weight billed, of 20,000 pounds, a full car load, which makes a difference of \$77 in freight.

The above was a FAIRBANKS 50 ton 34-ft. Track Scale, sold to Boston and Albany R. R. Co.—Boston paper.

**C** At a meeting of the stockholders of the Columbus and Hocking Valley Railroad Company, at Columbus, Ohio, on the 14th inst., the following gentlemen were elected directors for the ensuing year: B. E. Smith, M. M. Greene, W. G. Deshler, William Dennison, Theodore Comstock, W. B. Brooks, Isaac Eberly, C. P. L. Butler, John Greenleaf, John L. Gill, J. D. Martin, S. H. Ripley and S. W. Pickering. At subsequent meeting of the board, the following officers were elected: B. E. Smith, President; M. M. Greene, Vice President; J. J. Janney, Secretary and Treasurer; John W. Doherty, Superintendent.

**C** Articles of incorporation of the Nevada County Narrow Gauge Railroad Company were filed on the 11th inst. Object, to construct, put in operation and operate a railroad from Colfax to Nevada City, by the way of Grass Valley. Principal place of business, Grass Valley. Capital stock, \$400,000, in shares, of \$100 each. Directors, J. C. Coleman, Wm. Watt, Edmund Cole man, J. M. Sakeman, Niles Searles, R. W. Tulley and T. W. Sigourney.

**The Indestructible Material Co.**

It seems to us that the operation of this company deserve something more than a mere passing notice. It is not usual with us, to take special notice of the doings of individuals or private companies, but the nature, and probable extent of business that is likely to be transacted by these people fully justify all that we may say.

In a word, that business is to render all sorts of buildings, public or private, absolutely fire proof; while every kind of structure, whether ships, docks, bridges, &c., &c., and whether constructed in part or whole of wood or iron, are made not only proof against fire, but as against water and weather as well.

The material used in all these operations is Asbestos, which, previous to being applied, is treated and prepared by a certain method and process secured, of course, by Letters Patent belonging to this company, and which are the invention of Gen. Bartlett, the president.

The system is strongly endorsed by the building department of the city, and we are not surprised to learn that Barnum contracted with the Company to make the whole interior of his great Roman Hippodrome, perfectly fire proof. This contract has been completed, and that building may now be considered safe from fire.

Among numerous other contracts taken by this company, we may mention that the magnificent building of the Union Club on Fifth Avenue is now undergoing a process of internal reconstruction by them, and will be rendered absolutely fire proof.

We congratulate the company on its great success, and also the public in having at last found a material that will render our dwellings safe, and a repetition of the disasters at Chicago and Boston utterly impossible.

**Railroad Meeting at Marysville.**

A letter, dated Marysville, Cal., April 4th, says: A meeting of the citizens of Yuba and Sutter counties was held here to-day, for the purpose of taking steps toward organizing a company to build the proposed railroad from Marysville to a point on the Sacramento river at or near Knight's Landing. The meeting was well attended by the principal men of the two counties. A committee was appointed to solicit subscriptions to the capital stock and prepare for incorporation. A committee will confer with the managers of the proposed narrow gauge railroad from Grass Valley to Colfax, with a view to developing the route of that road by making connection with the Marysville and Knight's Landing road at this place, instead of the Central Pacific road at Colfax. A disposition is shown to push the work with vigor.

**A** The affairs of the iron masters of Pennsylvania are not so gloomy after all. The *Times* has taken pains to send a special correspondent into the iron districts to get at the truth of the matter, and reports that although the iron trade is suffering and depressed, the prospects are mending, and, in fact, quite hopeful. The temporary dullness, caused by the dilatory action of Congress on the currency question, is a drawback to this industry; but the revival cannot be far distant, and there will be a good time in the iron trade again.

**Tax on Certified Checks.**

The bill which was introduced in the House of Representatives, on the 20th inst., by Mr. Beck, of Kentucky, and on motion of Mr. Maynard, referred to the Committee on Banking and Currency, is in these words:

"That from and after the 1st day of July, A. D. 1874, there shall be levied, collected and paid a tax of one-fourth of one per centum, for each month, upon the average amount of circulation issued by any bank, association, corporation, company, or person, including as circulation any certified checks, and all matured other obligations calculated or intended to circulate or to be used as money; and all acts or parts of acts inconsistent with the provisions of this act are hereby repealed."

**A** The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 11, at 403,635 tons, and for the coal year 3,908,067 tons, against 4,233,092 tons to corresponding time last year, being a decrease of 345,026 tons. The bituminous tonnage for the week is 61,416 tons, and for the year 598,478 tons, giving a total of all kinds for the week of 465,051 tons, and for the year of 4,506,545 tons, against 4,871,441 tons to same time last year, being a decrease of 364,896 tons.

**A** In response to a resolution of the Virginia Senate, General Asa Rogers, second auditor, has prepared an elaborate statement of the public debt, with the amount and character of the bonds outstanding. The aggregate of the debt of Virginia on the 10th of April was \$30,478,741 49, and the amount recognized as portion to be settled by West Virginia, \$15,239,370 74.

**Genuine Chester Emery.****REDUCTION IN PRICE.**

The great increase in the production of the Chester Emery Mine enables us to reduce the price to seven cents for grain and four cents for flours, with important discounts to dealers, manufacturers and larger purchasers. The genuine Chester Emery is made from the purest and hardest crystals, and its cutting and polishing qualities are superior to any emery used in this market.

**E. V. HAUGHWOUT, & CO., 25 Park Place, N.Y.**

**PHILIP G. SCHOFIELD,**

(Successor to PETER SCHOFIELD.)

MANUFACTURER OF

STEAM VACUUM & HYDRAULIC

**GAUGES,**

AND

LOCOMOTIVE SPRING BALANCES,

Frankford Road & Sergeant St.

PHILADELPHIA.

**The American Wood Carbolizing Co.**

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to license R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application. 67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

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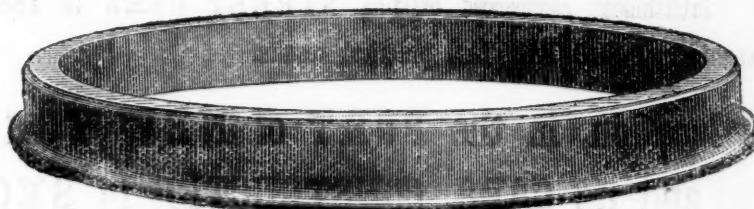
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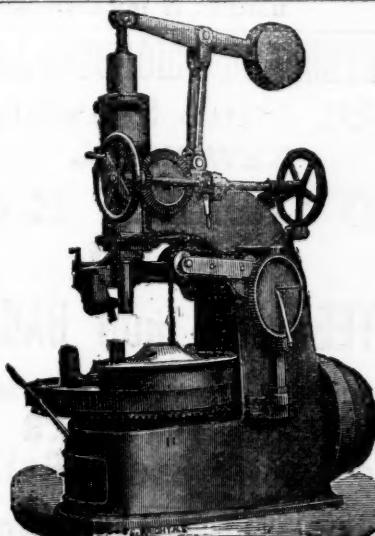
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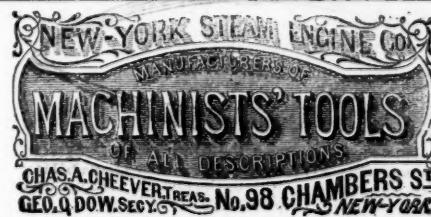
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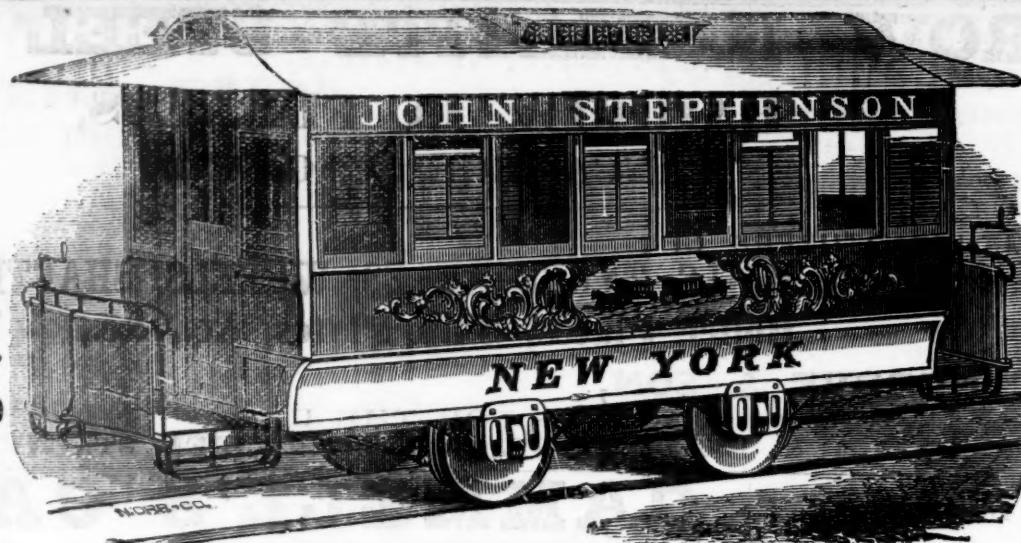
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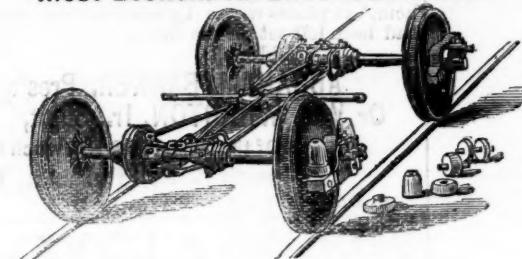
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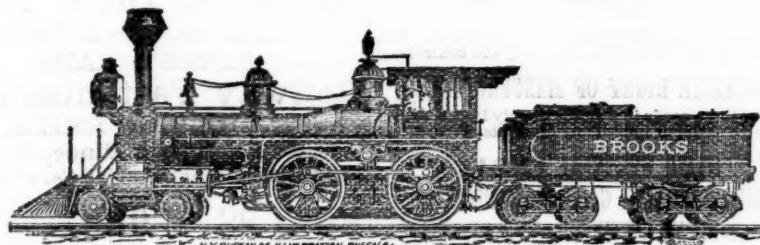
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